

# Navy News

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pages 22-23



INSIDE

## SWORDFISH CUTAWAY

Two-page poster-style drawing of the Navy's most famous aircraft

'Fairer and simpler' system is given the go-ahead for April

# 'NO CUTS' PROMISE OVER NEW PAY PLAN



**CONFIRMATION** that the biggest shake-up in Service pay for 30 years will go ahead from next April has been accompanied by assurances that no one will have to take a pay cut – and that some will get more money.

In a general signal, the Second Sea Lord, Vice Admiral Peter Spencer, said the Navy's Pay 2000 project will come into effect on April 1.

It has been delayed because delivery proved to be more complex than had been anticipated. Meanwhile, more details have been revealed about the system.

Admiral Spencer said: "Much has been achieved in the last 12

months and I am convinced that Pay 2000 will be fairer, simpler and will properly reward all our people."

The new measures will end the 'All of One Company' pay system and replace it with a system based on job evaluation.

The separate pay scales for artificers/technicians and for other branches will disappear. Instead, individual ranks and rates will be placed in one of two pay tables – higher and lower, depending on their job evaluation.

Each pay table will contain a number of ranges for each rank. Range 1 for ABs and Marines will contain nine levels of pay, Range 2 for leading hands and corporals, and Range 3 for petty officers and sergeants will contain seven levels. Range 4 for CPOs, Colour Sergeants, Charge Chiefs, and WO2s will contain nine levels, and Range 5 for WOs and WO1s will have seven levels.

Pay levels will be annual increments which are subject to satisfactory performance and other progression criteria such as seniority. So, with the Armed Forces Pay Review Body process, most personnel will get two increases each year.

### Royals hit the beach

**ROYAL MARINES** of 42 Commando Group fast-rope onto beaches near Freetown, Sierra Leone, from a fleet of troop-carrying Sea King helicopters embarked in HMS Ocean. More pictures and report – page 17.

### NEXT MONTH

## Submarine centenary



DON'T MISS our four-part feature series by Richard Compton-Hall, beginning with the birth of the Royal Navy Submarine Service 100 years ago and its baptism of fire in World War I.

# UK Forces chefs beat Europe's best

FOR THE first time a team of military chefs – led by a Royal Marine – have beaten every other European country at the Culinary Olympics held at Erfurt in Germany.

The team included LCH Bob Brown of HMS Nottingham, who last year won the title of Inter-Service Chef of the Year at the Combined Services Culinary Competition.

Although the Americans at Erfurt took the gold medal by the narrowest of margins, Britain's Combined Services Culinary Arts Team walked away with silver, beating France, Germany, Holland, Belgium, Switzerland, Sweden, Austria,

Hungary, Ireland and Luxemburg, as well as Israel and South Africa.

The seven-strong British team, led by WO Steve Galloway RM, included C/Sgt Jimmy Mann, an instructor at the Catering School at HMS Raleigh. Three of the other members were from the RAF and one from the Army's Catering Support Regiment.

Praising them, Armed Forces Minister John Spellar described their achievement as "fantastic for British Armed Forces cooking".

The Culinary Olympics – officially the International Culinary Art Exhibition – are held every four years and date back a century.

Success for the Brits came in both

categories entered – the international team buffet which won gold, and the military hot kitchen comprising seven three-course gourmet meals, one of which was served hot to 70 paying customers, and which took silver.

WO Galloway, who serves with the Commando Logistic Regt at RM Chivenor, told *Navy News* that his team succeeded through an excellent combination of all skills and all backgrounds.

"We had only a month, in total, to train together," he said.

"We were neck and neck with the Americans throughout, although their team had had four times as long together and a massive budget and

logistics support group."

WO Galloway now has his sights set on new team efforts at the Heart of England competition – the British championships – and the Scottish National Championships early next year.

Looking further ahead to 2002, he plans to build up the team's strength for the prestigious Hotel Olympia culinary challenge as well as the World Cup event to be held in Luxemburg.

CPOCA Vince Cottam of the Permanent Joint HQ at Northwood won a bronze medal when he competed in the Culinary Olympics for the first time. He won it with a cold meat dish he named Norfolk Harvester Platter in

respect of his home county.

A new arrangement worked out by the Ministry of Defence means that the amount of British meat supplied to the Armed Forces will be substantially increased. Agreement has been reached that should lead to about 20 per cent of lamb procurement for MOD being sourced in the UK.

To ensure food safety, the lamb must be blast-frozen. As a result of complex co-operative work with British farmers and MOD's food supply contractor '3663', a procurement chain has now been set up involving the farmers, processing and the blast-freezing facility.

# MC award puts Royal Marine in record book

A ROYAL Marine who showed exceptional courage when he led his patrol in a gun battle with Indonesian militia in East Timor has been awarded the Military Cross. It is the first time that an MC has been gained by a member of the Corps since the Falklands War.

Sgt Mark Cox was among a group of commandos serving with a largely Australian United Nations force. Apart from gaining the first MC to be

awarded to a Royal Marine since 1982, he is also the Corps' first 'other ranks' member to receive the MC.

Before 1993 only officers

received the Military Cross, other ranks receiving the Military Medal. Changes in regulations abolished the MM and made the MC attainable by all ranks in the Royal Marines and Army.

The small contingent of about 20 Royal Marines sent to East Timor were among the first troops to be flown to the capital, Dili, in September last year. It was an early stage in an operation designed to end the violent rampage of Indonesian militiamen during East Timor's move to independence.

Initially the Marines helped to secure the airport for the arrival of the main UN forces and then continued in operations to secure the ground.

Sgt Cox showed personal courage and skill while under fire from hostile militia. In a statement, the Ministry of Defence added: "The patrol he was leading was attacked and in the ensuing firefight he displayed outstanding leadership and gallantry, ensuring a successful outcome to the operation."

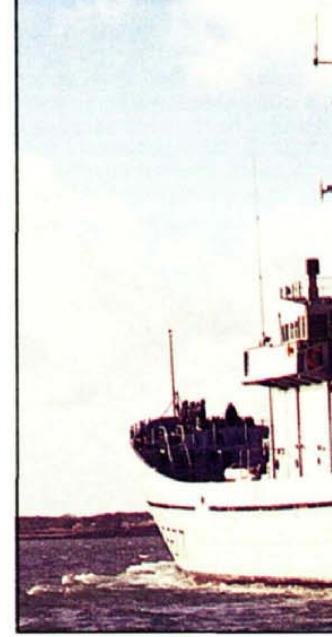
The Sea Kings were the only aircraft involved in the relief operation to be capable of flying with night vision goggles, and over five days the detachment, drawn from personnel of 845 and 846 Squadrons, carried 33 international rescue teams in what the award citation terms "uniquely demanding flying and operational environments" around Duzce and Bolu.

The citation points out that the fliers were hampered by poor visibility, rain and fog, while the thick cloud cover obscured moon and starlight, making even night vision goggle (NVG) operations marginal.

**The two Sea Kings, augmented in the final two days by a further two 846 NAS aircraft, were the only NVG-capable assets in the operation and, alone among the 15 international military and civilian aircraft in the region, sustained the night rescue efforts throughout.**

The scenes of devastation had their effect on the crews. "However, despite the personal and operational pressures which such a harrowing rescue operation imposed, the entire detachment under Sutton demonstrated throughout exemplary professionalism, courage and common sense in the face of a human tragedy for which no training could have prepared them.

"The required resources of mental and physical stamina, together with the tenacity and leadership shown towards his own team and the confused local authorities were of the highest order."



● Lt Richard Sutton – he was in command of a Sea King detachment from HMS Ocean.

two Sea King aircraft sent from HMS Ocean to help rescuers at the earthquake's epicentre in the Duzce area. Ocean was visiting the Turkish naval base of Aksaz, 300 miles away, when the earthquake struck on November 12 last year.



● The team with a taste of triumph at the Culinary Olympics (l-r): S/Sgt Billy Barrie RLC, Sgt Richard Taylor RAF, C/Sgt Jimmy Mann RM, WO Steve Galloway RM, LCH Bob Brown and Cpl Lee Corke RAF.

## Penguin jibe gets the bird

NEWS media reports that HMS Endurance's helicopters will find out whether penguins fall backwards when aircraft fly over them have been denied.

In fact, during her current polar deployment, Endurance has been asked by the British Antarctic Survey to study the stress levels on penguin colonies due to the increasing number of tourist flights passing over them.

For the purpose, the ban on British military aircraft overflying the colonies has been lifted.

## Old mine makes a surprise splash

A WARTIME British mine dredged up by a fishing vessel in the Solent impressed a Royal Navy disposal team by sending a column of water 200ft into the air when they detonated it.

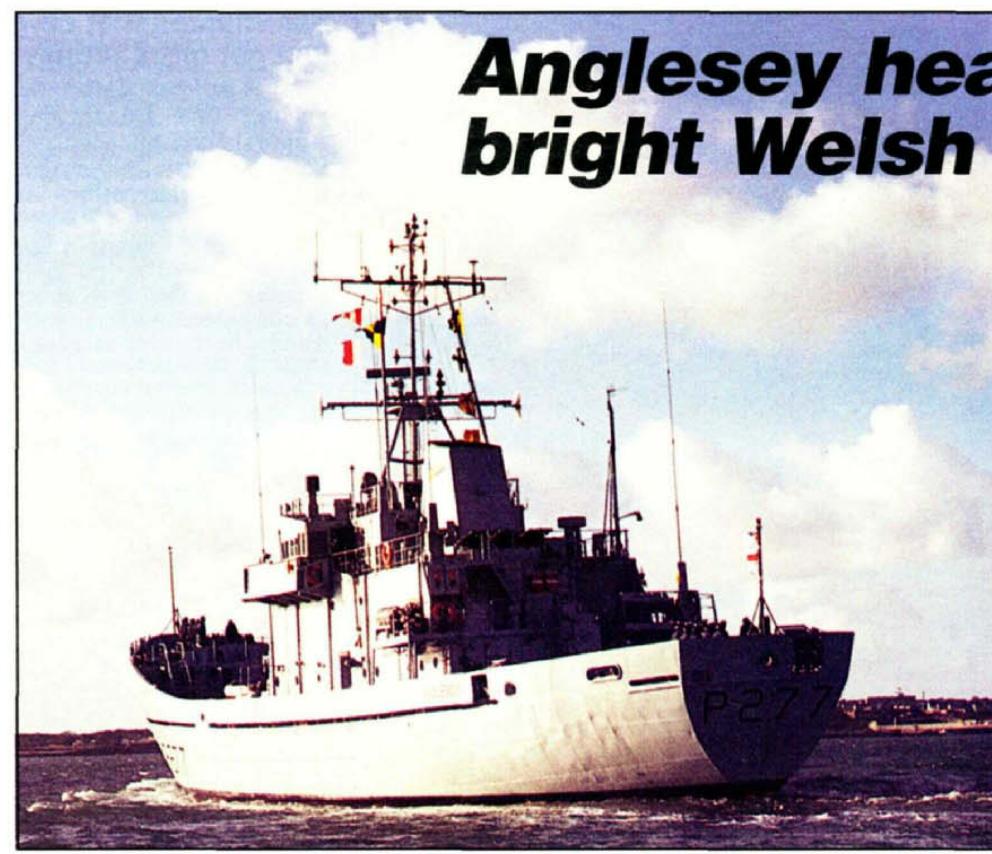
The Mk 17 ground mine, originally part of a minefield laid to help protect approaches to Portsmouth and Southampton, had been dredged up by a small fishing

vessel in the early hours of October 20.

Portsmouth-based Southern Diving Unit 2 was called out and, under the direction of CPO(D) Cliff Richardson, lowered the mine back to the seabed and established an exclusion zone around it.

Diver Doc Halliday attached a 4lb counter-mining charge before retiring to a safe distance to witness the bigger-than-expected bang.

## Anglesey heads into a bright Welsh welcome



OFFSHORE patrol vessel HMS Anglesey heads into Holyhead where a warm welcome awaited her for the ship's first affiliation visit to Anglesey for more than six years.

During her four-day visit the Fishery Protection Squadron vessel was visited by the Lord Lieutenant of Anglesey, Prof Eric Sunderland, and the Chairman of the Isle of Anglesey County Council, Trefor Lloyd Hughes, who was accompanied by a party of pupils from Holyhead High School.

Thirty members of Holyhead and Penlyn & Pwllheli Sea Cadet units also toured the ship, and she welcomed 200 people on board when she was open to visitors.

Twelve members of the ship's company carried out maintenance work at Tyddyn Mon, a 30-acre farm which provides work opportunities and training for adults with learning difficulties. The party cleared overgrown scrubland which will be made into a nature trail.



**A** POIGNANT letter from an officer in HMS Good Hope – lost with all hands at the Battle of Coronel on November 1, 1914 – has been discovered at a Manchester paper mill.

Ex-CRS Joe Lamb, of Ramsbottom, Bury, found it while sorting a mass of old mail for recycling.

"The letterhead caught my eye and I took it home and read it – and found a very moving story," he told *Navy News*.

The four-page letter – signed only "Frank" – is addressed to a Dr Wales and asks that he help set the writer's affairs in order, detailing his provisions and hopes for his wife Eve and son Nevil.

It is written off the island of Fernando de Noronha, off the coast of Brazil, dated September 3, 1914, and anticipates that "sooner or later we must have a fleet action out here."

## Poignant Good Hope letter found

# 'We are all of us fearful . . .'

"We thought it would be simply ship duels, but all the German cruisers appear to have fled south, hoping that the German squadron in Chinese waters may be able to join them," writes Frank.

"We are, you know by this time, flagship of the Squadron and so would have more than our share of the enemy's attention. Eve knows where all my belongings are – what

she hasn't with her is in my cabin in (HMS) Vernon . . ."

The writer goes on to detail a number of bills to be settled "in event of ship going down" including a Southsea dentist's "for one small filling".

"I should like Eve to take up a country life and hobbies consistent with it," he advises the doctor. "Should she at any time find it absolutely essential to her life's happiness to remarry, explain to her it is my earnest wish to settle with trustees enough for Nevil's education and to arrange that her jewellery becomes his property on reaching 21 . . . naturally I hate the thought of her belonging to anyone else."

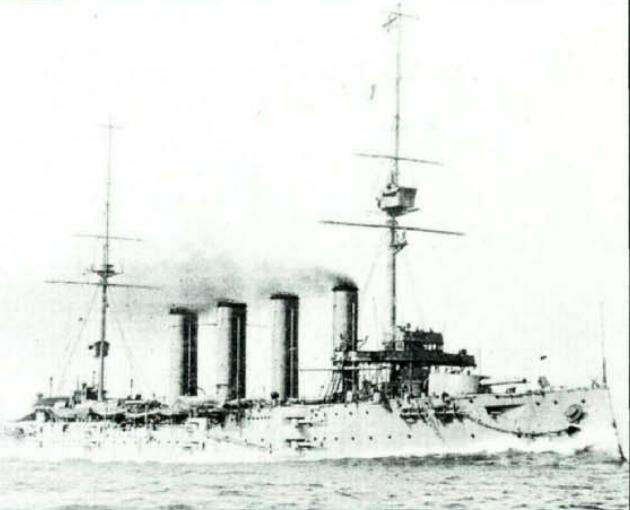
"I want her to send Nevil into the Service via Osborne – if unfit and he has any inclination for medicine, to Barts to take a London degree . . . Explain to her my belief in a resurrection and the telepathy of soul-spirit with a final reunion of those that desire it, to which I look forward before all other hopes."

"Also that it is my wish, should I be killed in action, that she wear no mourning, nor alter her routine in any way, as I believe woman's place to brighten not to sober the vista of life . . . it is far better to be killed in action than die of disease, but we are all of us fearful . . ."

HMS Good Hope, an old armoured cruiser only recently commissioned and with a raw crew of 900 that included a number of reservists, cadets, midshipmen and boys as young as 15, was Rear Admiral Sir Christopher Cradock's flagship at the Battle of Coronel where he met a superior force under Admiral Count Maximilian von Spee.

The Good Hope was destroyed by von Spee's own flagship Scharnhorst. In the words of her spotting officer: ". . . the deck was hit between the second and third funnels, probably by an armour-piercing shell. It probably penetrated the deck on the port side and passed right through the ship as a huge column of fire, almost as high as the mast and 60-90 ft across, suddenly shot up the starboard side. The funnels stood out distinctly against the background of flame. The column of fire was dull red, getting paler towards the edges, and was interspersed with greenish sparks that shot up like rockets, masses of debris were hurled into the air . . ."

On December 8, 1914, the Scharnhorst was in turn sunk by Admiral Sir Doveton Sturdee's battlecruisers at the Battle of the Falkland Islands. Again, there were no survivors.



● HMS Good Hope – lost with all hands at Coronel in 1914

## Read me like a book

That was the title of this striking portrait study of WWTR Rachael Potter, a prizewinning entry for LA(PHOT) Thomas McDonald of Flag Officer Scotland, Northern England and Northern Ireland staff at Faslane in this year's RN Photographic Branch Peregrine Trophy competition.

## JACK ET JACQUES

### L'Horizon Perdu (2)

(Somewhere dans les Karakorams, après un très bumpy atterrissage)

'C'est la fin, Jacques! Le pilote est mort, nous sommes mille kilomètres de civilisation et nous avons mangé la dernière tablette de nutty complémentaire!'

'Silence, Jack! Quelqu'un frappe sur la porte!'

'Eh? Dans vos rêves, Jacques! Vous l'avez imaginé. C'est l'altitude.'

'Non! C'est vrai! Ecoutez! Ouvrez la porte, Jack!'

'Vous ouvrez la porte, Jacques! C'est peut-être le Snowman Abominable!'

'Oh pour Christ's sake –'

(Jacques ouvre la porte de l'avion)

'Bonsoir, Jack et Jacques. Je m'appelle Chang – et je suis du Lamasarie de Shangri-La.'

'Il connaît nos noms, Jacques! C'est incroyable, non? Qu'est-ce que c'est, le Lamasarie de Shangri-La, Chang?'

'Le High Lama, il expliquera tout, Jack . . .'

(Un stiff climb après)

'OK, M. High Lama – merci bien pour le thé. Moi, je préfère le Naafi NATO standard cuppa avec lait et deux sucres, mais ça ne fait rien. Alors, qu'est-ce que c'est, ce Shangri La?'

'Ah – il est le petit Club Thibetien pour les over 100s, mon fils.'

'Mmm . . . Pas beaucoup de fun, je suppose?'

'Exactement, Jack! J'ai passé 280 ans dans ce dump – et je suis bored stiff! Je vous ai attendu longtemps, mon fils! Vos aventures dans *Navy News*, elles m'a persuadé! Vous avez créé une vraie entente cordiale qu'apportera la paix pour tout le monde!'

'Eh?'

'Mais oui! C'est vrai! J'ai une vision! Je pose dans vos mains, Jack et Jacques, l'héritage et la destinée de Shangri-La!'

'Parce que, parce que – vous allez mourir, M. High Lama?'

'Moi? Oh non, mon fils. Pas encore, anyway. Je quitterai Shangri-La tout de suite et un hélicoptère de l'Aconit me transportera à St Tropez avec ma pièce de toto favorite, Lo-Tsen. Elle a 134 ans – mais elle ressemble à quelqu'un cent ans plus jeune.'

'Mais quand elle quitte Shangri La, elle reviendra bientôt à son vrai age! Je me souviens de tout, maintenant! C'est dans le livre *L'Horizon Perdu*! Et dans le movie aussi!'

'Quel load de merde, mon fils! Si vous croyez ça, vous croyez quelque chose . . .'



Illustrations par *Tess*



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# Naval Task Group 2000 in final port visits



• OM Matthew Roberts falls in as a Guatemalan Patrol Craft escorts HMS Newcastle into Puerto Barrios. Pic: LA(PHOT) Mark Hipkin.

## Newcastle enjoys visit to Guatemala

**GUATEMALA** welcomed the ship's company of HMS Newcastle on their last port visit of the Naval Task Group 2000 deployment.

After a one-day visit to Belize the destroyer arrived at Puerto Barrios where she was escorted by Guatemalan Navy Patrol Craft, and when the ship's company landed they were met by the Captain of Guatemala's Atlantic Naval Base, Capt Ruiz Flores.

After official visits and ceremonials, around 50 sailors from HMS Newcastle were taken on a trip to a Mayan Temple while the ship's football team defeated their hosts 10-4 to maintain their unbeaten deployment record.

On the charity front, a party of volunteers went to the St Thomas of Guadelope orphanage where they repaired worn-out washing machines, fixed a water pump, put up shelves and cleared waste land to make

a new playground.

The Commanding Officer of HMS Newcastle, Cdr Steve Pearson, said: "This has obviously been a long deployment, and we have been to some fantastic places, but we are looking forward to getting back to the UK."

"Sailing into the great harbours of the world is interesting, but there is nothing quite like sailing past the Round Tower into Portsmouth Harbour."



• PO Simon Barson with a child at St Thomas of Guadelope orphanage. Simon restored supplies of fresh water to parts of the orphanage by fixing a fresh water pump. Picture: LA(PHOT) Mark Hipkin

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# Cornwall goes Caracas

**HMS CORNWALL** completed her very last visit of the epic NTG 2000 deployment with a three-day stop at Caracas, Venezuela.

For the ship itself and many of the ship's company it was the first visit to Venezuela.

Caracas is the capital city, and, like most of the cities in South America, it had a striking mixture of all things Latin American and proved to be fast, vibrant, progressive and cosmopolitan.

But a year ago, mud slides around Caracas took the lives of 15,000 people, and eight sailors from HMS Cornwall visited a local school to repaint the walls and windows that were badly damaged in the disaster.

At Caracas, HMS Cornwall welcomed back the rugby team which had been touring the United States, and the news that the team brought back to the ship was quite amazing.

The rugby team was unbeaten throughout the tour, even though some of the opponents they played were professional sides.

They played teams from Los Angeles, New Mexico, Florida and Texas and won every tournament and game they took part in, and they will end the deployment being an unbeaten side worldwide.

And one of the first things they will be doing when the ship gets back is to contact The Guinness Book of Records to see if they might be worthy of a place in it!



• HMS Cornwall fires a Harpoon anti-ship missile during exercises with the United States Navy.

The ship's football team also saw their final action in Venezuela by taking part in a tournament against the British Embassy which ended up a 1-1 draw.

At the end of the visit the ship sailed from Venezuela in company with FS Aconit and was reunited with NTG 2000 for exercises with the Colombian navy (see below.)

As HMS Cornwall began her transit across the Atlantic, Public Relations Officer, CPO Paul Edis said: "We have travelled almost around the globe now and seen some wonderful sights, but feel we are even more competent in operating with many navies of the world.

"The crew are getting very excited about seeing their families and loved ones at home."

During the deployment, CPO Edis organised a raffle on board and the ship's company is intrigued to know who will be the lucky winners.

ners of two cars and holiday that are the top prizes.

The first ten tickets have already been drawn out and placed in envelopes, and they will be opened the night before the ship gets into Plymouth, at its affiliated town of Falmouth.

CPO Edis, who has collected more than £100,000 through ship's raffles in his 26 year career, said: "It's really hard work but the effort is well worth it when you see the faces of the lucky winners.

"To make it all the more exciting for the families, we are trying to arrange for the lucky ten winners to be announced live over BBC Radio Cornwall, who have followed the progress of the ship during our world tour."

The cars which are up for grabs are a Special Edition Vauxhall Vectra and a Ford Fiesta supplied by Sanderson Motorhouse of Plymouth.

By the time HMS Cornwall gets back to Devonport on November 23 (as *Navy News* goes to press) she will have travelled 39,160 nautical miles.

During her 206 days away she visited Gibraltar, Oman, Israel, Singapore, China, USA, Philippines, Hong Kong, Russia, Japan, Hawaii, South Korea and finally Venezuela.

The ship spent 132 days at sea and during exercises she fired 579 rounds from various guns, two Harpoon missiles and one Sea Skua.

And her Lynx crew logged 110 hours in the air and more than 200 launches.

■ **Exciting times on NTG 2000 - Page 11**

## Glamorous job for HMS Sutherland

CARTAGENA was HMS Sutherland's final NTG 2000 port of call and one of the many guests who came on board was Miss Colombia, Adreana Venetzia.

HMS Sutherland was hosting a children's party for 34 boys and girls from Cartagena's 'Happiness Seeds' Community Centre and the arrival of Miss Venetzia gave the event an extra boost.

The Colombian children, aged 8-10, where given tours of the ship by sailors dressed as 'pirates' and then treated to jelly and ice-cream in the Junior Rates Dinning Hall, and Miss Columbia joined in the party much to the delight of the children, signing autographs and playing party games.

Miss Columbia attracted great press interest, drawing welcome publicity for the community centre, but the children seemed completely at ease sharing their party with 30 members of the Colombian national press and television crews, and many even gave their own interviews.

Lt Cdr Steve Roberts, said: "It really is fantastic to see the children enjoy the day.

"The press attention will also highlight all the good work being conducted by the Happiness Seeds community centre.

"Occasions like these always remind us how much we miss our own families back at home."

As well as appearing at the children's party, Miss Colombia and all the Miss Colombia 2000 contestants attended the ship's official reception as part of the launch of this year's competition.

HMS Sutherland also provided a fitting backdrop for the prestigious occasion during the Cartagena Festival season.

## Glamorous job for HMS Sutherland



BEAUTY: Miss Colombia, Adreana Venetzia, with the children in HMS Sutherland's Operations Room.

The visit to Cartagena followed a four-day series of exercises with the Colombian Navy. HMS Sutherland, HMS Cornwall, the French ship Aconit and RFA Fort Victoria, with 819 squadron embarked, worked closely with

ARC Independiente and ARC Caldas, conducting a series of manoeuvres off the Colombian coast, and the visit and exercises reinforced the UK's support for counter-drug smuggling operations in the Caribbean.



• **HMS SUTHERLAND:** The ship is pictured alongside at Cartagena during her visit to Colombia. It was the ship's last port of call before heading back across the Atlantic. The ships of Naval Task Group 2000 were due back in Britain as *Navy News* went to press.



● RFA Orangeleaf during her current Gulf deployment.

### Facts and figures

**Class:** Appleleaf-class support tanker  
**Pennant number:** A110  
**Port of registry:** London  
**Builder:** Cammell Laird, Birkenhead  
**Entered service with Ministry of Defence:** May 2, 1984  
**Displacement:** 40,870 tonnes full load  
**Length:** 170.7 metres  
**Beam:** 25.9 metres  
**Draught:** 11.9 metres

**Speed:** 15 knots maximum  
**Complement:** 56 (19 officers)  
**Lloyd's Classification:** +100A1  
**Cargo capacity:** 22,000 cubic metres of dieso; 3,800 cubic metres of Avcat  
**Main machinery:** Two Crossley-Pielstick Type 14PC2V diesel engines; one shaft  
**Radar:** Navigation: RACAL Decca 1226 and 1229; I-band  
**Weapons:** 20mm and 7.62mm guns

### AIRCRAFT OF THE ROYAL NAVY No 50

● A Skyraider AEW1 of 849 Squadron's A Flight in HMS Eagle – probably in 1958.



### Douglas Skyraider AEW1

THE LAST piston-engined, fixed-wing aircraft to see front-line service with the Fleet Air Arm, the US-built Douglas Skyraider filled an important gap in British Naval aviation in the early stages of the Cold War.

With an enormous range – 3,000 miles – for a single-engined aircraft, the Skyraider was developed from the effective, carrier-borne attack variant designed in 1944 as a replacement for the Dauntless dive-bomber.

Its large fuselage was further expanded to house almost a ton of radar equipment – with two radar operators, apart from the pilot – to act as an airborne early warning aircraft.

The British had nothing like it, and 45 of what the Americans nicknamed 'Guppies' were supplied to the Royal Navy from 1951 under the Mutual Defence Assistance Programme.

Designated the AEW1 in RN service, the Skyraiders first served with 778 training squadron at RN air station Culdrose from where they were involved in intensive carrier trials with HMS Eagle.

In 1953 the type equipped 849 Squadron – with a HQ flight at Culdrose and four operational flights of four aircraft each, embarked in aircraft carriers.

Replaced by the Fairey Gannet AEW3, the last front-line Skyraider was withdrawn from FAA service at the end of 1960, although the strike-aircraft version was to serve for far longer with the US Navy, proving a potent weapon over the jungles of South Vietnam in the Sixties and Seventies.

The Douglas Skyraider AEW1 was powered by a 2,700hp Wright Cyclone R-3350-26WA engine giving a cruising speed of 250mph. No armament was carried.

# Orangeleaf in familiar territory

ROYAL Fleet Auxiliary support tanker Orangeleaf began life as a commercial ship.

Her first incarnation was as Hudson Progress, then as the Balder London, but it was not until May 1984 that the ship, built at the Cammell Laird yard in Birkenhead, was brought into the Ministry of Defence fleet.

Orangeleaf went into a major refit in the autumn of 1985 on the Tyne, when she was fully fitted with the gantries and associated equipment to be able to carry out RASs – replenishments at sea.

She was given extra accommodation, and extensively fitted with electronics and navigational equipment, and was back in business in 1986.

Although she can provide some food and stores support, her main roles are to resupply warships at sea with furnace fuel oil, diesel and aviation fuel, and to make bulk movements of fuel between MOD depots.

Orangeleaf is capable of refuelling two ships at once, one on each side, and in rough weather a safer alternative can be used, where the refuelling hose is trailed astern to be picked up by the receiving warship.

Unlike a number of other RFA tankers and supply ships, the Appleleaf class is not equipped to operate helicopters.

Orangeleaf took up her current duties as Arabian Gulf Ready Tanker in June last year, and is not scheduled to return to the UK until the middle of next year.

Her role in the Gulf is to support Royal Navy ships – her main customers being the RN Armilla Patrol ships and RN task groups which pass through – although she also refuels warships of allied and friendly nations, from large American vessels to smaller ships from nations such as Australia, Canada, the Netherlands, France and Oman.

Dubai is her most frequent port of call, though she is also seen in Kuwait, Doha, Fujairah, Salalah and Jebel Ali.

The region is familiar territory to the ship – she saw service with the RN Task Force during the Gulf War.

The current Orangeleaf is the third tanker to bear the name.

The first was a 6,000-ton ship which saw service from 1917 to 1946, while the second, of 18,000 tons, was on charter to the RFA from 1959 to 1978.

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## JACKSPEAK

The revised guide to RN and RM slang and usage, illustrated by Tugg  
 (Publication date 15 November)



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## Letters



### More dog tales

HOW about this for another explanation of the term 'Dog Watches' (October issue)?

First dogwatch is 1600-1800, last dog 1800-2000 – this about the time that the Evening Star, Sirius, otherwise known as the 'Dog Star' rises in the night sky. *The Oxford Companion to Ships & the Sea* has no satisfactory explanation, but says the expression has been in use since the 17th century. – R. Inkster, Southsea, Hants.

SOME sort of discussion in print, possibly in the *Daily Telegraph* in the 1950s, had the term linked to 'dog days'. This is a usage of great antiquity, referring to those days of summer when Sirius is fully risen – being more apparent in latitudes southerly from ours. – P. Burford Wood, Lower Kingsgate, Surrey.

THE MAST going through the deck of a sailing ship was kept firmly rigid with wooden wedges hammered around the hole in the deck. These wedges were called 'dogs'.

Water was poured over them during the day to make them swell. As the sun went down a watch was kept on them and if necessary more water was poured over them. This happened mainly on voyages to hot climes. – A. Darling, Bristol.

### Speaking for all

REGARDING Vice Admiral Sir Roy Newman's views on Naval associations, may I point out that there is already an organisation in existence to bring all of them together – the Federation of Naval Associations?

We have some 70 members and receive no assistance from the RN and are the representative voice of our member associations with the Council of British Serving and Ex-Serving Organisations (COBSEO).

There is also going ahead the Conference of Nautical Charitable Organisations which aims to achieve a rationalisation. – Robbie Robson, Secretary FNA/Ganges Association.



No. 557 47th year

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# Thanks for assistance rendered

TO THE Secretary of State for Defence: I would like to express my personal thanks and the gratitude of the Greek people for the great assistance offered by HMS Invincible, HMS Liverpool, HMS Cumberland, warships that participated in the rescue operations for the shipwrecked persons in the Express Samina on September 26.

Please convey my gratitude and my congratulations to your ships' crews who, promptly, with self-sacrifice and in spite of the unfavourable weather conditions, hastened to help in the rescue, honouring once again your naval tradition.

I avail myself of the opportunity to express, Dear Secretary, the assurance of my highest esteem. – Apostolos-Athanassios Tsahatzopoulos, Minister of National Defence, Hellenic Republic, Athens

TO THE Royal Navy and in particular the officers and enlisted personnel of HMS Marlborough, for the prompt offer of and assistance rendered to the USS Cole.

The tendency of any nation is to focus on its own citizens and far too often overlook the fact that they are not alone when going in harm's way. I want you to know that your support has not gone entirely without notice, even if only from a mere citizen. – D. Mansfield, Buckeye, Arizona.

### Reliving Terror

ON HOLIDAY in the Far East, as an ex-mate who had spent time in Singapore in HMS Sirius and HMS Chichester, I looked forward to revisiting old haunts, even though I had been warned that everything had changed so much.

I particularly wished to revisit Sembawang and the old HMS Terror – now the Singapore Navy Museum.

I was amazed to discover that the museum was in fact housed in the old Chief Petty Officers Mess, where I had lived during my time in the Chichester (1969/71). We had the great pleasure of meeting Mr Wee Cheng Leong (known to all as Mr Wee) a retired Warrant Officer with 40 years Service in the Singapore Navy and now the museum curator.

The two swimming pools, the open air gym and the Armada Club were all still there, but the No 1 floodlit soccer pitch is now part of an industrial estate.

Who can ever forget the double headers on a Saturday night, when the Fleet was in, followed by a few jars and a curry in the mess before heading for Bugis Street! – C. L. Brown, Fareham, Hants

• HMS Chichester in her final role as Hong Kong Guardship in the early 1970s



# Whites dyed with ox dung didn't fool the Boers. . .

I THINK I can pinpoint the battle depicted in Trevor Muston's magic lantern slide (October issue).

As far as I know from my research, having written *Field Gun Jack versus the Boers*, which is believed to be the only book ever written about the entire Royal Navy involvement in the Boer War, the only time a Naval Brigade was used as infantry in action against the Boers was at the Battle of Graspan (or Enslin) on November 25, 1899.

Graspan was the second in a series of battles in the drive to relieve Kimberley. The Boers were well dug in on an outcrop of craggy rocks which blocked the advance.

The Royal Artillery horses, many of them fresh from pulling trams in London and not yet "match fit", were exhausted and the Commanding Officer of the Naval Brigade, Capt Reginald Prothero (HMS Doris) was required to lend his mules to haul the Army guns. Most of the Navy guns were left down the line at Belmont, waiting to be brought up by train, thus freeing off the field-gun crews to become infantrymen for the day.

Just after dawn, the British advanced on the rocky outcrop (kopje). The sailors and Marines, who were mainly men from HMS Powerful which had been diverted to South Africa when on her way home from the China Station, were on the right flank, alongside the KOYLI and Loyal Lancs, with the 'Fighting Fifth' Northumberland Fusiliers and the Northamptons on the left.

Prothero, a huge bear of a man, went into action armed only with a walking stick, shouting "Men of the Naval Brigade, take that kopje and be hanged to it!"

And they did, chasing the Boers away into the distance on the other side, although it was a costly, bloody battle. Nearly all the Naval and Marines officers were killed, leaving a young RM captain, Marchant, as the senior officer still on his feet. Prothero was wounded, perhaps not surprisingly.

But the lantern slide cannot have been painted by an eyewitness or by a serious historian, because it shows the sailors in

square-rig Naval uniform. This is inaccurate. They had been issued with uncomfortable, high-collared khaki pongo tunics, which they detested, from Army stores in Simonstown.

The officers resorted to dying their gleaming whites with coffee or tea-leaves or even ox dung in order to achieve a drab camouflage effect. But their brass buttons, glinting in the sunshine, made them easy targets for the Boers, which was one reason why the death toll was so high. – Tony Bridgland, Rye, East Sussex.

IT IS possible that the slide refers to an heroic incident during the Siege of Ladysmith. Blue jackets were used extensively in the Boer War, but almost exclusively as providers of artillery, not infantry; a total of 11,537 being entitled to the Queen's South Africa Medal.

During the siege, Gen White had at his disposal two 4.7in guns from HMS Powerful, plus six other Naval guns, with 340 Naval personnel, including 64 Natal Naval Volunteers, under the command of Lt F. G. Egerton.

The 4.7in guns kept the Boers at bay, and were an important counter to their three Creusot 155mm long range guns known as "Long Toms". Unfortunately Egerton was killed by a Long Tom shell on November 2, 1899, while supervising the erection of the 4.7in gun positions. He was posthumously promoted Commander.

Several sorties were made by each side, perhaps the most successful being on the night of December 7-8 when a force consisting of the Imperial Light Horse and Natal Volunteers raided the Boer position on Gun Hill.

I suggest that the slide possibly shows the Natal Naval Volunteers and, who knows, some British Blue Jackets as well, attacking the Long Tom position.

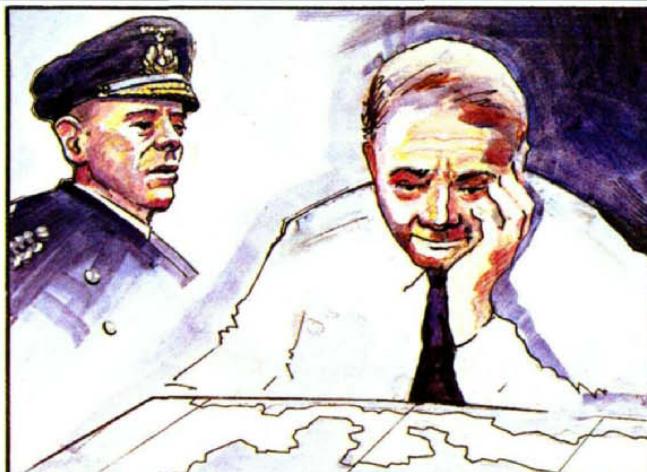
They succeeded in taking the position, damaging the muzzle of the Long Tom and removing its breech block. The Boers took the gun back to Pretoria and subsequently repaired it by shortening the barrel and replacing the breech block; it was then called "Die Jood" (The Jew) by the Boer Artillery, and known as such to both sides for the rest of the war.

Lt Egerton is remembered in the name of the Egerton suburb of Ladysmith; one of his 4.7in gun emplacements is preserved in the suburb, together with one of the gun shields and a memorial plaque. – Group Capt R. Springett, Buena Vista, Gibraltar.

**Letters to the Editor** should always be accompanied by the correspondent's name and address, not necessarily for publication. email correspondents are also requested to provide this information

May 21, 1941: Bismarck and Prinz Eugen are preparing to sail for the Atlantic to attack British convoys. The Royal Navy must intercept them at all costs ...

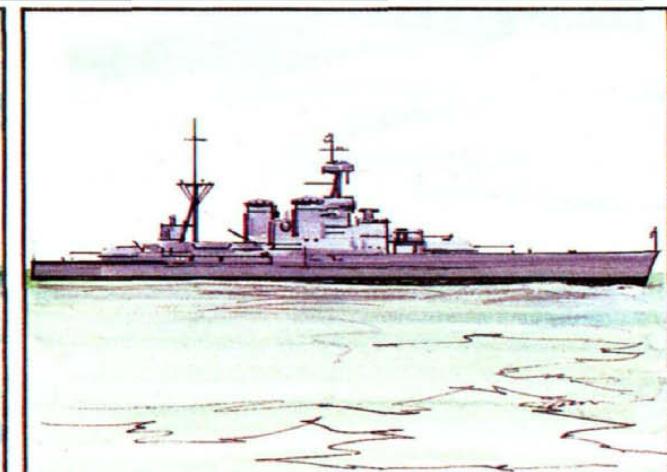
# THE BISMARCK



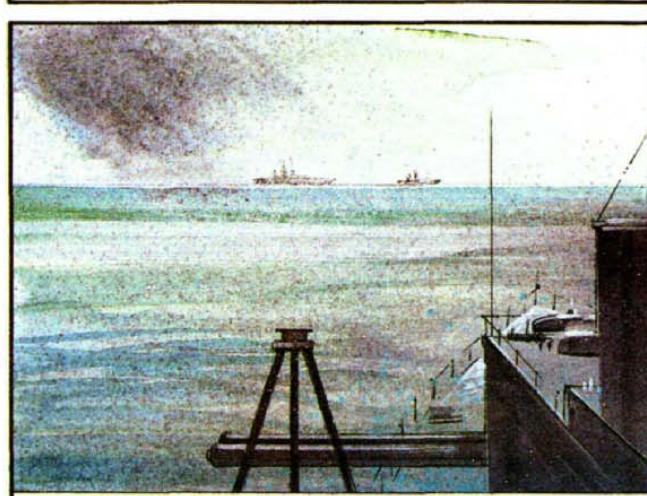
Admiral Sir John Tovey has a hunch that the German fleet commander, Admiral Gunther Lutjens, will head for the Denmark Strait.



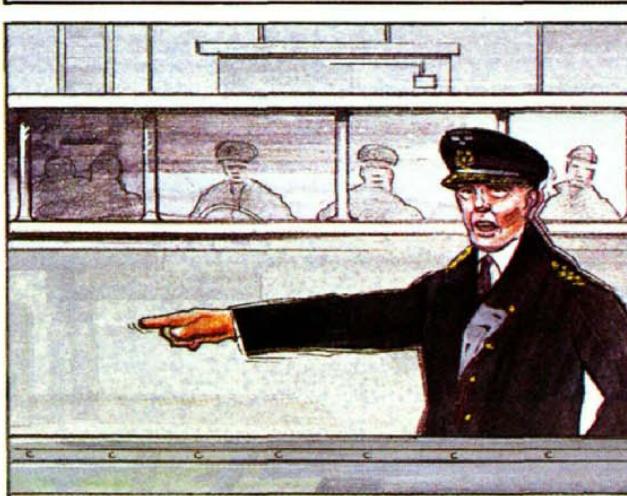
He orders the cruisers Norfolk and Suffolk to patrol the Strait - while Manchester, Arethusa and Birmingham are sent to watch over the Iceland-Faroës passage



At the same time, the battlecruiser Hood - the pride of the British Fleet - heads for Hvalfjord in Iceland.



As Tovey waits anxiously in Scapa Flow in the battleship King George V, mist and rain descend over the sea.



With visibility down to a few hundred yards, Lutjens grabs the chance to break out.



But a Royal Navy reconnaissance aircraft braves the foul weather to fly across the North Sea from the Orkneys - and brings back the news that Bismarck and Prinz Eugen have left Grimstad ...

## Letters

# Senior rates 'hard pressed to pass on knowledge'

WITH reference to your article 'Testing times for Operator Mechanics' (October issue) I felt it needed a reply from an OM's point of view to balance the argument.

I am an OM(AW)1 having done two and a half years in the RN and I have just completed my OM1 course.

The policy of training "just enough, just in time" has yet to be realised - more often it is "not enough, too late". Insufficient training ashore transfers a heavier training load to an already hard pressed Warfare Branch. I feel these methods of training put OMs at a disadvantage due to lack of skill, overall system knowledge and confidence.

When working for the WE department the Section Senior Rates are themselves hard pressed and therefore have little time to pass on their knowledge to assist in the OMs' development.

I feel this particular problem has left me disillusioned with my future at this time. - OM(C) Priest, CFM Portsmouth.

## Night vision

I THINK I know how the HMS Mercury ghost story started. I was there in 1953/54 and North Camp was a fairly new extension with hush-hush electronic warfare equipment - hence the guard duty

on the gate. It was said the camp was built near a prehistoric or bronze age burial ground.

It could be a lonely spot at night and rumours soon started that it was haunted. On my check visits as duty chief I'd embellish them, thinking it would help keep the duty guard alert. - Bill Thomas, Plymouth.

WHILE serving at HMS Mercury early in 1959 I found myself, as part of the duty watch, on foot patrol at 0200 on a starry night, walking the main road through the camp armed only with a wooden halberd, pusser's torch and radio.

Ahead of me I espied a large object in the middle of the roadway. Cautiously, I approached and upon reaching down to touch it I was mortified when an extremely large pair of eyes appeared, holding me in their haunting gaze.

I remained transfixed with my arm outstretched - at which point the 'object' hopped onto my arm and gripped it through my great-coat very tightly indeed.

It was the largest owl I had ever seen and was, I presumed, injured in some way.

I radio'd to the Officer of the Watch's hut advising the QM of my situation. There was a long pause before I was instructed to

report to the QM immediately. I and the owl marched off, never taking our eyes off one another. Yards before I got to the hut the owl launched itself noiselessly into the air and was gone. - M. Perry, Christchurch, Dorset.

## Lies, all lies . . .

THE NOVEMBER issue carried the French bulletin of the Battle of Trafalgar taken from *Le Moniteur*: "The English fleet is annihilated! Nelson is no more!" etc.

Great stuff, all of it - but the best part of the joke comes in the small print on the very final page of *The Naval Chronicle Vol 14 1805*, the source in which it first appeared in Britain - "The first Bulletin of the Grand Naval Army, inserted at page 377, and which many of our Readers have considered as an authentic State Paper, was an admirable piece of irony, illustrative of the falsehoods and vanity of the *Moniteur*".

In other words, it was a spoof. - I. MacKenzie, Admiralty Library, London.

*Merde! You mean the Press made it all up? I don't believe it!*

- Ed

Best Wishes  
at Christmas

*A word of thanks to you all for your kind and thoughtful support.*

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## Families rescued in Kosovo

QUICK thinking by a group of Royal Marines saved six families from a burning building in Pristina, the capital of Kosovo.

Capt Aaron Fisher RM, Sgts Scott Ashley and Stewart Emery and Mne Chris Walker, all from 45 Commando HQ, were on patrol when they found the wooden house ablaze.

**The fire had taken a firm hold and the house was filling with thick smoke as they entered to warn the families inside of the danger.**

Local fire engines were quick to respond and they were augmented by fire service vehicles from KFOR. Although the building itself could not be saved, the fire was eventually put out, and United Nations police officers are investigating its cause.

## HMS Argyll returns from Africa

HMS ARGYLL is back in Devonport after a seven-month deployment to the South Atlantic.

The Type 23 frigate spent much of her time away near Freetown as civil war threatened to engulf Sierra Leone.

The ship also had a role in the operation to rescue British troops from the West Side Boys in August and hosted a visit by Defence Secretary Geoff Hoon.

When HMS Argyll was relieved by HMS Iron Duke in September, the ship steamed south for visits to Namibia and Cape Town.

After exercises with South Africa's air force, the ship was joined by the Governor of St Helena for a visit to the island where Napoleon was held until his death, and a final visit to Tenerife was made on the way home.

Argyll's CO, Cdr Rick Wellesley, said: "I am very proud of the ship's achievements over the last seven months. Our success has been entirely due to the commitment, flexibility and strength of character of every member of the ship's company."

"What we have done has helped to make a real difference to the lives of the people of Sierra Leone."

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## FIRE DAMAGES HMS FEARLESS

ASSAULT SHIP HMS Fearless was withdrawn from the Amphibious Task Group heading for Sierra Leone after a fire in her engine-room.

The blaze was put out by crew members and the ship's fixed fire fighting system, but 11 sailors were slightly injured, nine by smoke inhalation and two through heat exhaustion.

Fearless diverted to Malta after the incident and she has now returned safely to Portsmouth. The assault ship played a key part in exercise Argonaut 2000 in the

Mediterranean and her place in the amphibious group was taken by RFA Argus. Argus, with three Sea Kings embarked, went on to Sierra Leone with HMS Ocean, tanker RFA Brambleleaf, supply ship RFA Fort Austin and landing ship RFA Sir Bedivere (see page 17).

### Fisherman rescued

On her way back to Britain, HMS Fearless co-ordinated the rescue of a Spanish fisherman who was seriously ill. Radio chatter in Spanish revealed that a

man on a vessel further out in the Atlantic needed urgent help, and HMS Fearless ordered Type 23 frigate HMS Montrose to launch her Lynx helicopter to collect the doctor on board HMS Fearless, Surg Lt Cdr Duncan Blair.

The Lynx crew, Lt Cdr Tom Joyce, Lt Daniel Clarke and AEM Dan Ruszczyk, transferred the doctor to the trawler in a difficult high-line transfer on a dark night with high winds and heavy seas.

The patient was then flown back to Fearless and stabilised before being taken to Derriford Hospital, Plymouth.

## IN BRIEF

### Anti-drug ships joined forces in Caribbean

HMS CARDIFF and RFA Black Rover took part in an unusual combined exercise while working as Atlantic Patrol Ship (North) in the Caribbean.

To demonstrate the efforts of all of the forces working to combat the flow of drugs from South America to mainland Europe and the USA, the British ships teamed up with HMNLS Van Galen, FS Ventose and the US Coast Guard ship Thetis.

The ships got together for a day of exercises which included what is thought to be the first RAS with a US Coast Guard vessel.

### Rating charged with attempted armed robbery

A NAVAL rating in HMS Kent who is accused of having been in illegal possession of one of the ship's pistols, has been remanded on conditional bail by Portsmouth magistrates.

OM David Hogg is alleged to have been involved in an incident on board while the frigate was alongside at Portsmouth.

As well as possession of a firearm he is charged with possessing ammunition, criminal damage, attempted armed robbery and possession of a firearm with intent to cause fear of violence.

OM Hogg is due to appear before magistrates again on December 19.

### World War II fighter-bomber to be restored

RESTORATION work has begun at the Fleet Air Arm Museum on one of the most original World War II Corsair naval fighter-bombers anywhere in the world.

Work on former FAA aircraft KD431 was made possible by a donation in memory of former Corsair pilot Rear Admiral D. G. Parker.

Although the US-built aircraft's origins are well known, mystery still surrounds its actual service record, and the museum is seeking clues as to where it served. Another aircraft, a Fairey Firefly previously on display with the Imperial War Museum's collection at Duxford, will occupy the space left by the Corsair.

### HMS Grimsby blasts wartime ground mines in the Baltic

TEN wartime ground mines laid by Britain have been found and detonated by a squadron of NATO mine-hunters – including HMS Grimsby – in the Baltic Sea.

The six vessels forming Mine Countermeasures Force North (MCM-FORNORTH), were also carrying out exercises before the Grimsby returns to Britain in early December.

The ships have also been paying visits to the ports of Stockholm, Swinoujcie in Poland, Aarhus and Frederickshaven in Denmark, and Wilhelmshaven in Germany.

# Oman to host huge exercise

A HUGE exercise involving a Royal Navy task force of 17 warships, led by the aircraft carrier HMS Illustrious, is to take place in Oman next year, Defence Secretary Geoff Hoon has announced.

It will be the largest British military exercise undertaken since the UK's Strategic Defence Review and more than 20,000 British service personnel will be taking part.

Exercise Swift Sword II will take place in September and October 2001 and it will provide a major demonstration of the capabilities of the Joint Rapid Reaction Force.

The Naval force led by HMS Illustrious will include a full Commando Brigade, and an Armoured Brigade with some 500 armoured vehicles, including 66 Challenger II tanks, will be deployed alongside Omani forces.

Details of the exercise were announced after a meeting between the Defence Secretary and the Sultan of Oman, Sultan Qaboos. Mr Hoon said: "The exercise will demonstrate Britain's

ability to plan, co-ordinate and execute major combined operations with the armed forces of a friendly nation.

**"It will show too, Britain's ability to deploy rapidly, a considerable force with real punch over strategic distances.**

"The Sultanate of Oman is an ideal partner for such an undertaking, given the high calibre of the Sultan's armed forces, the long and friendly ties between our two countries, dating back over 200 years, and the first-class training facilities in Oman."

Details of the exercise were announced after a meeting between the Defence Secretary and the Sultan of Oman, Sultan Qaboos. Mr Hoon said: "The exercise will demonstrate Britain's

## Navy launches new 'policy for people'

THE ROYAL NAVY has launched a new 'policy for people' which is designed to improve the quality of life for all serving personnel.

At the launch of the new policy, the Second Sea Lord, Vice Admiral Peter Spencer, said: "It is

not enough just to have good ideas; we need a strategy to put them into practice.

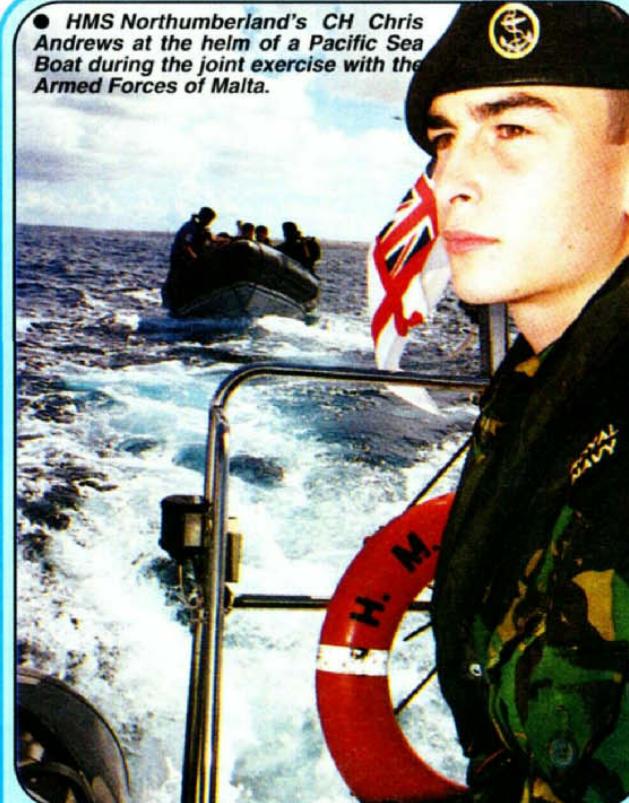
"Our people lead highly demanding and busy lives and we must remain in tune with both their needs and those of their families.

"This new Naval Personnel Strategy identifies the personnel improvements needed and the actions required in order to achieve them."

## NATO ships at Plymouth

PLYMOUTH welcomed more than 1,500 foreign sailors during a visit by eight warships of NATO's Standing Naval Force Atlantic.

The ships were the American cruiser USS Thomas S Gates, the Canadian frigate Halifax, HMS Grafton, the Spanish, Dutch and German frigates Asturias, Willem Der Zaan and Luebeck, and the German tanker Spessart.



## Northumberland works with Maltese Marines

HMS NORTHERNLAND used a break in the Mediterranean deployment Argonaut 2000 to take part in a joint exercise with the Armed Forces of Malta.

Sailors from the Type 23 frigate were taking a break at Valetta, Malta, after demanding duties as escort to HMS Ocean and HMS Fearless.

With previous experience of operating with the Italian Navy and US Navy Seal teams, the Maltese forces were keen to see how the Royal Navy went about its business.

Malta uses helicopters and patrol craft to combat illegal immigration, drug smuggling and piracy in territorial waters, and they were particularly interested in the RN's boarding procedures.

After a discussion of tactics, two five-man boarding teams from HMS Northumberland, led by Lt Richard Witte, launched their Pacific Sea Boats and followed the Maltese ship La Valette as she engaged the 'suspect' vessel, the Malta to Gozo car ferry.

Two Maltese helicopters swooped in, allowing six Marines to fast-rope on to the deck and secure an embarkation point as the boat groups used scrambling nets to climb up the side of the ship.

A search was made of the vessel, and as there were no illegal goings-on, all that was needed was a friendly thank-you and the ship was allowed to continue on her way.

Search Team Leader, Lt Duncan Humphrey, said: "It was a very useful and enjoyable day for all involved, providing an excellent opportunity to exchange ideas and tactics on what is now becoming a very important role for the Royal Navy."

## Sailors join Lord Mayor's show



HUNDREDS of Royal Navy personnel made the trip to London to take part in the Lord Mayor's Show last month.

Sailors from ships and establishments all over the country joined in the parade, accompanied by members of the Fleet Royal Marines Protection Group and The Band of HM Royal Marines from Britannia Royal Naval College.

Recruiting staff also played a big part in the event, and the floats included giant models of HMS Invincible and the submarine HMS Victorious (left).

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**JULIE** 28, Working mum, single, petite, GOSH, likes socialising, aromatherapy. Seeks penpal 27-37 **Box Dec 13**

**DENISE** 37, single, seeks penpals for friendship, 30+, photo appreciated. **Box Dec 14**

**SINGLE** 27 female, likes pubs, clubs, cosy nights in. Seeks naval man for correspondence. **Box Dec 15**

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**LADY** 32, WLTM Officer/Marine 30-38 GSOH for friendship maybe more, fun loving essential. **Box Dec 18**

## PERSONAL

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## People in the News



### Liverpool boosts British exports

BRITISH exports to North and South America have been boosted with a little help from HMS Liverpool and her ship's company.

During visits to New York and Puerto Rico, the ship's Commanding Officer, Capt David Snelson, hosted events to promote British companies which were trying to break into the American market.

And for Liverpool-based pharmaceutical company Powder Systems Ltd the events were an outstanding success.

PSL's Managing Director Maurice Pitcher said: "The Royal Navy's environment of British excellence and professionalism supported the advancement of PSL as a quality British engineering company,

allowing us to break into the North American pharmaceutical market, the largest in the world.

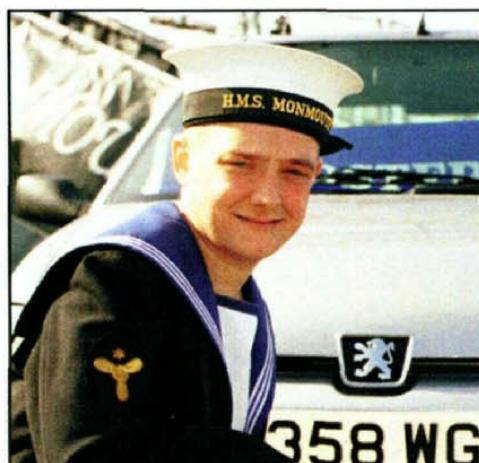
"A third of our business is now in the USA, Canada and Puerto Rico."

As a gesture of gratitude, PSL invited Capt Snelson, now CO of HMS Ark Royal, to open their new HQ in Liverpool.



• THANKS A MILLION: Capt David Snelson with Mr Maurice Pitcher at the opening of PSL's new world headquarters in Liverpool. Industry days on board HMS Liverpool helped the company succeed in America.

### Steve drives off with first prize



• TOP PRIZE: MEM Stephen Pickering with his new Peugeot 106.

### Medal marks 44 years service

REAR ADMIRAL James Burnell-Nugent marked the end of a 44-year career when he presented an Imperial Service Medal to Miss Mary Davis.

Mary has spent the last seven years in the Directorate of Naval Operations but she has worked closely with the military in many posts since joining the Civil Service at the age of 15 in 1955.

There were no photocopiers back then and Mary's first job was as a duplicator operator, and from 1963 to 67 she worked in the Ministry of Aviation, until the carrier replacement programme was cancelled!

In 1986 Mary joined the team at the Royal Navy Film Corporation and she remained there until 1993 when she moved to her current post in support of the Assistant Chief of Naval Staff in the Directorate of Naval Operations.



• MEDAL: Rear Admiral Burnell-Nugent presents the ISM to Miss Mary Davis.

### Health campaigner rewarded



• PO Naval Nurse Victoria Batten receives her prize from Capt Judy Brown, Director Naval Nursing Service, during a symposium at the Institute of Naval Medicine at Gosport.

A BREAST Cancer awareness campaign has earned PO Victoria Batten a top prize for Naval Nurses.

PO Batten has been awarded the Ruth Carter Prize for the nurse rating who has made the most notable contribution to patient care in the Royal Navy.

The prize gives special emphasis to research which improves management or techniques in sick bays ashore and afloat.

PO Batten took on the role of breast cancer awareness nurse at the Royal Hospital Haslar in May 1998 and she has improved all-round awareness of the disease and the aftercare of patients following surgery through an extensive teaching programme on wards and departments, and at patient support groups.

She has also formulated and implemented guidelines to help prevent hospital acquired lymphoedema in 'at risk' patients at Haslar and given lectures to more than 200 women during a visit to medical centres and the RAF Hospital in Cyprus.



• DR WILLIAMS: He takes up the post of UK National Hydrographer in January.

### Civilian to take top UKHO job

CHANGES in the management structure of the United Kingdom Hydrographic Office in Taunton mean that a civilian will take charge in January.

After an open competition, DERA's Director of Sea Systems, Dr Wyn Williams, has been named as the new Chief Executive of the UKHO.

When Rear Admiral John Clarke completes his five-year term of office next month, Dr Williams will take charge of the £45 million operation with 900 staff producing 3,300 charts and 220 nautical publications for seafarers all over the world.

Admiral Clarke is Hydrographer to the Royal Navy, a position which has traditionally included the management of the UKHO.

But under the new arrangements, the UKHO will be managed by a Chief Executive, and the post of Hydrographer of the Royal Navy will be taken by the Captain of the RN Hydrographic Squadron, currently Capt Mike Barrett.

The Hydrographer to the Royal Navy will be a member of the management board of the UKHO and Chief Executives will be able to draw on the Navy's expert advice on all matters relating to the 'wet' side of hydrography, where data is collected by the RN Hydrographic Squadron.

The Navy is the UKHO's biggest customer and the office in Taunton provides the Fleet with almost all of the charts which it uses for exercises and operations around the world.

### Captain lands job with pilots guild

CAPT John Stoy has landed the job of Clerk to the Guild of Air Pilots and Air Navigators.

The appointment comes after a long career in the RNR and he has also been Secretary of London's East India and Athenaeum clubs.

## NOTICE

All advertisements submitted for entry into the Navy News Penfriend Column are subject to copy approval.

Navy News reserves the right to make any amendments which it considers necessary or to edit copy which is in excess of the number of words paid for.

Please note: We can take no responsibility for the nature or source of the replies received.

You must be over 18 to advertise in this column.



## People in the News - NTG 2000



• SALTY in China. He kept in touch with classmates at Marine Park First School, Whitley Bay, by e-mail.

### Crewman 'bearly' human

HMS NEWCASTLE embarked an extra passenger when she called at Penang during her global deployment - a bear called Salty!

The cuddly toy was sent out to the ship by children in Year One at Marine Park First School in Whitley Bay, Newcastle, and the new arrival has been a big hit with the crew.

Salty has his own passport and his travels with the ship have taken him to Vietnam, Singapore, Hong Kong, China, Vladivostok, Korea, Tokyo and Honolulu.

While he is away, he keeps in touch with his classmates by postcard and a special e-mail link with his school on the Royal Navy website.

His minder on HMS Newcastle is Lt Cdr Mike Maxwell-Cox. Mike said: "Salty is our special vis-

itor. He can be a bit cheeky and he snores, but most of the time he is well-behaved!"

The ship's Commanding Officer, Cdr Steve Pearson, said: "Salty is a real character."

"Whilst the ship was in Vladivostok a six-year-old Russian girl called Nellie gave us her precious first toy, a small orange elephant, as a friend for Salty. He has really captured everyone's imagination!"



### Medal is awarded in Pacific

SOME people join the RNR before entering regular service with the Royal Navy, some do it the other way round, and others do both!

A good example of the latter is Lt Cdr Lindy Mackenzie-Philips (above) a regular who joined the RNR but was recalled for duty with Naval Task Group 2000.

While Lindy was deployed in the Pacific Ocean with HMS Newcastle, her service to the RNR was recognised with the award of the new Volunteer Reserve Service Medal, and it was presented to her by the CO, Cdr Steve Pearson.

Lindy's husband Gordon looked after their daughter while Lindy was away and Lindy said: "My little girl Harriet is only four but she copes very bravely when I am away."

"This medal is for my daughter, my husband and me. Without his support I would have had to leave the Royal Navy. It's been part of my life for 14 years, and I see this medal as recognition for all of us."



• SKYDIVE: Lt Cdr Bob Tenucci gets an unforgettable view of Hawaii during a tandem jump from 14,500ft.

# Exciting times on Naval Task Group 2000

**A S THE SHIPS** of Naval Task Group 2000 set out on the final leg of their round-the-world voyage the men and women on board could already look back on some amazing experiences.

Since leaving the UK in May the Task Group has been to Gibraltar, Rhodes, Egypt, Bombay, Singapore, Bangkok, Vietnam, Hong Kong, China, Russia, Korea, Tokyo, Hawaii and the mainland USA.

As Captain of HMS Newcastle, Cdr Steve Pearson's trip will be particularly memorable.

Commanding a warship is a privilege in itself, and the chance to take one around the world is even rarer, but Steve (35) is also thought to be the youngest person currently in command of a major surface warship.

He said: "HMS Newcastle is a wonderful ship and I am delighted to be her Commanding Officer. I have a very good ship's company on board who have worked very hard on this lengthy deployment. We are lucky to have been able to visit so many wonderful countries during our time alongside."

Hawaii was the most unforgettable port of call for HMS



• Cdr Steve Pearson, Commanding Officer of HMS Newcastle.

Commander in HMS Sutherland, Lt Cdr Ian Halliday, a Reserve Officer who joined the ship in Singapore.

He said: "I was able to climb Mt Kinabalu at 13,450ft, I also scuba-dived on the Great Barrier Reef, flew my Lynx helicopter over Sydney Harbour, went skiing in New Zealand and surfed the magnificent waves in Hawaii.

"Perhaps we should say join the RNR and see the world!"

Another person who made the best of the deployment was Lt Cdr Paul Haycock, who took every possible opportunity to seek out rare, exotic and interesting presents for friends and family back home.

Paul is the Executive Officer of HMS Newcastle, and his shopping sprees became legendary as his cabin filled-up with gifts for his wife Helen and children Matthew (10) and Kathryn (6).

He said: "I just love wandering around the markets and bartering. The most interesting part is seeing what each market sells and how different people in the world go about selling. I like to try and buy something from everywhere I have visited."

Purchases to date include cinnamon shoes from Vietnam, a grass skirt from Hawaii, pots from Malaysia, a Fez from Egypt, a rug from Bombay, a 'Coolie' hat from Singapore, lacquer boxes from China and dolls from Russia!

But after an exhilarating free-fall and an incident-free canopy ride, Bob was all smiles and said: "I loved it. I'd love to do it again."

NTG 2000 also provided plenty of ups and downs for the Flight

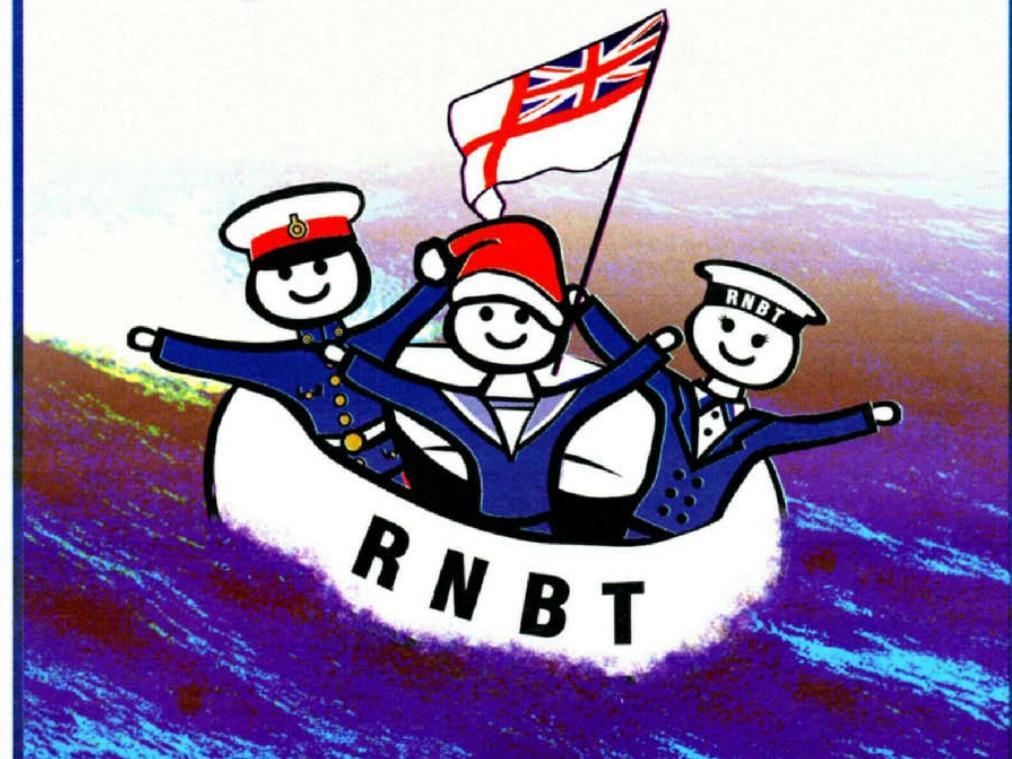


• PILOT: HMS Sutherland's Lt Cdr Ian Halliday, who enjoyed both climbing and scuba diving.



• GENEROUS: HMS Newcastle's Lt Cdr Paul Haycock, with the presents he has accumulated.

### The RNBT is for life, not just for Christmas



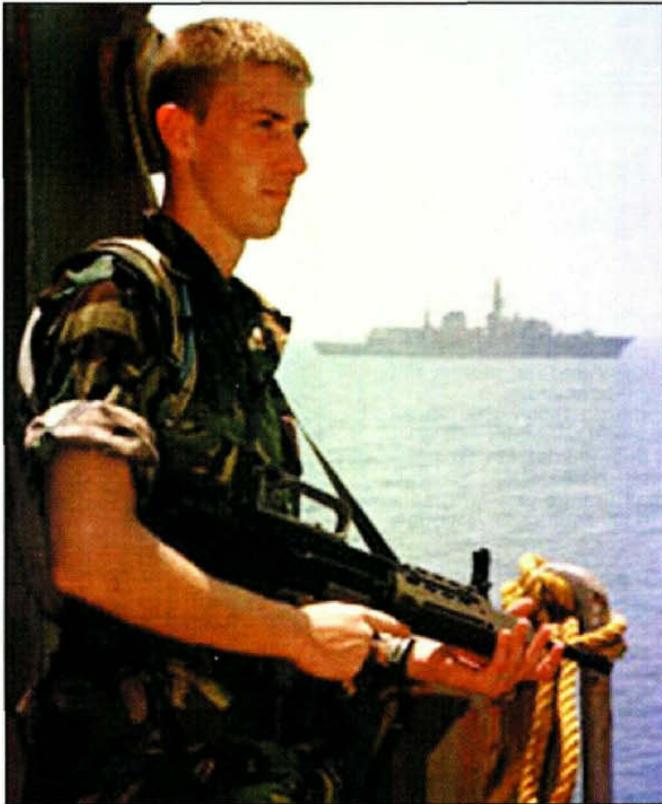
**The RNBT helps past and present Sailors, Royal Marines and their dependants at times of need.**

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**THE ROYAL NAVAL  
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● OM(AW) Greg Lomas stands guard at the embarkation point on board a merchant vessel during boarding operations in the Northern Gulf.

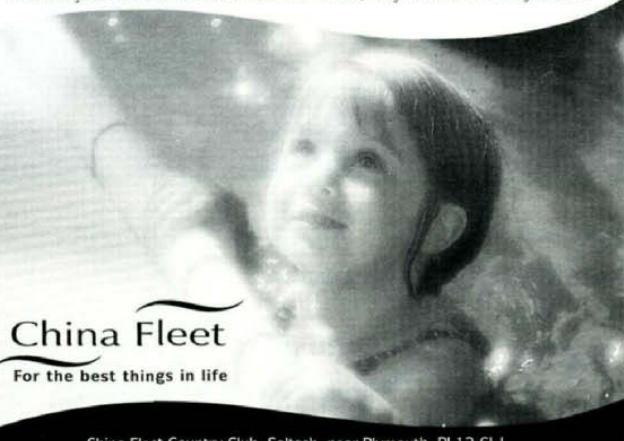


● HMS Marlborough's boarding team fast ropes on to the deck from the Lynx helicopter of 815 Naval Air Squadron.

## Family treat? Relax at China Fleet.

3-day mini breaks from £69 pp

Great value apartments and leisure facilities, including pool, fitness suite & health / beauty suite, in the centre of Devon and Cornwall. 180 acres of countryside on the banks of the river Tamar, only 5 miles from Plymouth.



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● WELCOME BACK: HMS Richmond and HMS Westminster arrived back from exercises in Scotland in time to escort HMS Marlborough into harbour. They are all members of the 4th Frigate Squadron.

# Marlborough strikes black gold in the Gulf

**H**MS MARLBOROUGH is back in Portsmouth after a six-month deployment to the Gulf which saw the ship seizing more than 27,000 tonnes of illegal oil which had been smuggled out of Iraq.

The Type 23 frigate made the spectacular seizures in three separate boarding operations against vessels which were suspected of ignoring trade sanctions imposed by the United Nations.

All three operations followed extensive tracking and covert surveillance.

The first that the sanction-busters knew about HMS Marlborough's presence was when a Royal Marine arrived on the Bridge or the helicopter appeared overhead to allow five sailors to fast rope onto the vessel's deck.

One Iranian Master of a vessel which was arrested had been to Britannia Royal Naval College at Dartmouth in the early 1970's when he was in the Iranian Navy. Perhaps a few of the Royal Navy's Senior Officers will know him!

The ship's boarding party, augmented by a party of Royal Marines, are also veterans of many 'Compliant boardings' which were carried out to check that goods being imported into Iraq were legal under the terms of UN Security Council Resolution 986.

These boardings typically involved searches of container vessels carrying up to 600 containers which meant long and extremely hot work.

Temperatures in the Northern Arabian Gulf average about 42 degrees in August but can be as



● Capt Tony Rix, CO of HMS Marlborough during her deployment to the Gulf.

high as 55 degrees as the ship discovered in Kuwait.

The sea water temperature is a warm 37 degrees - hot enough for a bath! What wind there is often carries sand many miles out to sea and then deposits it on the ship, turning a smart grey warship into something resembling a sand castle and requiring many hours of washing every week. Work did not always dominate proceedings

though, and many of the ship's company were able to fly family and friends to Dubai for a short break, where the off-peak prices compensated for the incredible temperatures.

In all the ship has visited five Gulf states and experienced some fascinating and culturally diverse visits, from the Gulf War reminders in Kuwait City, to the ultra-modern hotels and water parks in Dubai.

During the deployment the ship also had a busy programme on the sporting field with the rugby, football and cricket teams all in action in every port, but with mixed results!

The cricket team performed most strongly, winning over half of their games, despite the 'handicap' of Lieutenant Garrick Miller (United States Navy) batting at number five. The ship reported that he only just grasped the rules and that it was a battle to keep him at the crease after the third ball had been bowled!

The football team had enjoyed a good run of results before their last

## Sister ships welcome the frigate home

AS HMS Marlborough reached the Solent she was met by two of her sister ships in the 4th Frigate Squadron.

HMS Westminster and HMS Richmond arrived back from Joint Maritime Course exercises off Scotland just in time to escort HMS Marlborough into harbour.

The gesture was particularly appreciated by HMS Marlborough's Capt Tony Rix, Captain F4, who is handing over to Capt Duncan Potts this month.

Capt Potts moves from the staff of Flag Officer Sea Training and Capt Rix is to become Assistant Chief of Staff (Operations) for Commander-in-Chief Fleet.

game against a professional side in Fujairah, United Arab Emirates, but the ship's rugby team had the least enviable record.

They did, however, strive to retain the best team spirit in the face of some of the largest and best teams in the region. Many of their opponents had been training hard for the Hong Kong and Dubai 7's competitions and their superior skills proved too much.

HMS Marlborough left Portsmouth at the end of May and by the time she returned on November 3 she had steamed more than 25,000 miles during her busy and varied deployment.

The warship also provided assistance to the American destroyer USS Cole after the terrorist attack at Aden (more below) and took part in multi-national and bi-lateral exercises with US, French, Canadian, Kuwaiti, Qatari, UAE and Sultan of Oman's navies.

About 30 'Fathers and Sons' and numerous guests from Army regiments, Sea Cadet Units and the ship's affiliated towns joined the ship at Malaga for the final part of the passage home.

## Ship on alert after bomb attack

ON HER way back from the Gulf HMS Marlborough was diverted to Aden where a terrorist attack on the USS Cole had claimed the lives of 17 American sailors.

Marlborough was the first warship to arrive at Aden to support the destroyer as the Cole's crew dealt with casualties and worked to limit damage to the ship.

At Aden, HMS Marlborough anchored inside the harbour at a heightened state of readiness while the ship's company offered whatever help was needed, such as supplies of fresh water and ice.

They were soon joined by two more US Navy vessels and HMS Marlborough was able to resume her journey back to Britain after the long deployment.

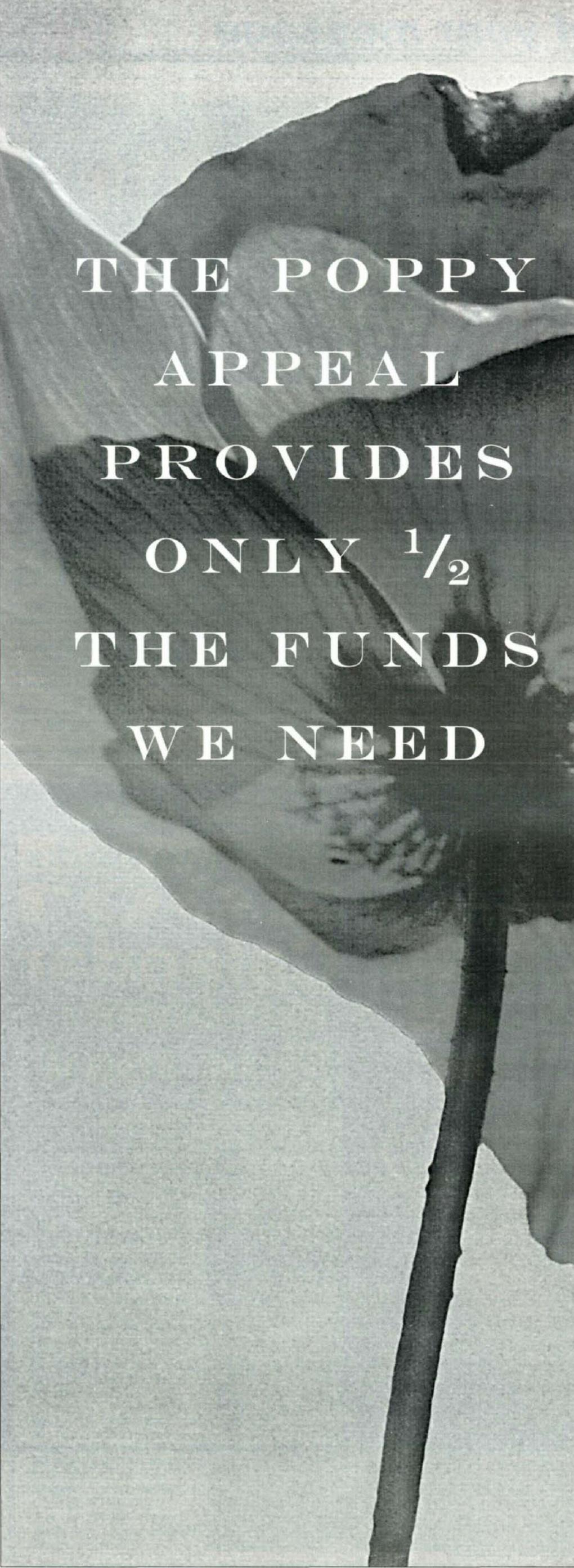
Capt Rix said: "We took advice from Northwood and the British Embassy in Cairo and decided that it was safe enough for us to return through the Suez Canal and it turned out to be a very uneventful voyage home."

"We had a very successful deployment to the Arabian Gulf, we made lots of friends and built upon the considerable goodwill that already exists amongst the coalition forces and the Gulf States."

"The attack on the USS Cole was a stark reminder that not everyone values our presence in the region, but I was glad that Marlborough was on hand to assist." HMS Marlborough's duties as Armilla patrol ship have been taken over by HMS Cumberland.



● USS COLE: Terrorists used a small boat to bomb ship. The explosion ripped a huge hole in the ship's side and killed 17 young sailors.



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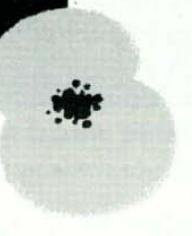
...54,000 people are helped with war pensions every year

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## Drafty: An end of year message



# Careers offices are big business

MANY PERSONNEL will have read of the waterfront Drafting and Career Management Liaison Offices (DCMLOs) in the July issue of *Navy News* but I make no apology for returning to the subject of these "gateways" to Drafty as they are now big business.

More and more ratings of every branch are using these facilities for face-to-face contact with drafting representatives, and the third office opened in Faslane after summer leave to match the ones in Devonport and Portsmouth. So how can they help you?

With access to the Naval Manpower Management Information System (NMMIS), the DCMLOs can help you identify future drafting possibilities ashore and afloat, as well as offering advice and answering questions to enable you to plan your career better.

In Centurion Building, Drafty can only go by what you put on your Drafting Preference Form (DPF) or on a C240. But at the waterfront, the DCMLO staff can dig deeper than that during the interview and have scored many notable successes in their first few months of operation.

These include:

- Arranging effective employment of some medically downgraded ratings that enabled them to complete their task books
- Filling Local Foreign Service billets with previously unrecognised volunteers
- Stimulating swap drafts for ratings in non-preference areas
- Reducing the need to use the Submarine Emergency Relief Pool

**By John Musters,  
Commodore  
Naval Drafting**

by identifying early out of turn volunteers for sea.

The Warrant Officer and Senior Rates at each DCMLO have accumulated vast experience and knowledge during their long careers, and are there to help you.

They are also available to talk to Divisional staff in ships and have already addressed a number of Divisional meetings on board.

**But the liaison task is a two-way street, so what can you do to help them do their job better, and in doing so, help yourself?**

First and foremost, make sure the DPF is completed fully and coherently. It is surprising how many ratings still put Portland as a Main Shore Preference Area, or who think Type 42s are based in Devonport.

The DCMLOs are happy to advise on these sort of inconsistencies when they call up the DPF details on NMMIS, but it would help you and Drafty if it was right in the first place. So, do check that what you are asking for makes sense before you sign the form.

Remember to give us as much information as you think important in the Other Factors box in Section A - if we know of changes in marital status, house moves or factors affecting children's schooling, it all helps in deploying the right people to the right place, balancing your needs with those of the Service.

The second point to remember in helping the DCMLOs to do their job better is obvious - make use of them. The more visitors or telephone enquiries they have, the more useful they can be.

Shortages, gapping, Minimum Time Ashore and little scope for flexibility in drafting have all being features of naval manning for the last three or four years, and as it is continuing, it is essential to have as much dialogue as possible between Drafty and you, the customer.



"We need an office that's big on Christmas presents to please this lot!"

All I would say is, remember to keep your Divisional Senior Rate and/or Divisional Officer in the loop.

In the DCMLOs you now have the opportunity to discuss options and career paths with people who know. These facilities have made an excellent start in 2000. It is up to you to build on that in 2001. If you have already spoken to them, or better still been to see them, please spread the word. If you haven't, why not see how they can help? If you cannot get there in person, do telephone.

Their contact numbers are:

- PORTSMOUTH 25639/25497 (WO Cooke M; CPO Spence)
- DEVONPORT 65431/65241 (WO Cooke B; CPO Pooley; CPO Cooper; Wtr Learmonth)
- FASLANE 5595/4483 (WO Morton; CPO Starbuck)

## Situations vacant

THE FOLLOWING are details of jobs for which the Naval Drafting Directorate is seeking volunteers. They are advertised under the general rules for volunteering.

AEM for BRNC Dartmouth. A shore billet, security duties, required from March for six to 12 months.

CPO/POAEA(L) for the Merlin Integrated Project Team. A shore billet at Boscombe Down, Merlin Systems, required from April for two to three years.

CPO/POAEA(M) for RNAY Fleetlands. A shore billet at Gosport, NDT Technician, required from July 2001 and March 2002 for 30 months.

PO Wren (Any) for HMS Raleigh. A shore billet at Torpoint. Instructional duties. Required from April for two years.

PO (Any) for HMS Gannet. A shore billet at Prestwick, Ayrshire. Senior Rates Mess Manager. Required from January for two years.

MEM1 for HMS Exeter. A sea-going billet in a Portsmouth-based Type 42 destroyer. MEMOC billet, required from February for 30 months.



## Navy News The Team Works 2001 Calendar

Team Work has always been what the Royal Navy is all about –

and in today's highly sophisticated technical warships it matters just as much as it did in the days of sail.

Also, more than ever before, it means being able to work as a team in joint operations with the rest of our Armed Forces.

Our calendar features some of the people who help make sure

The Team Works in 2001.

A collector's calendar of splendid colour pictures printed on fine grade paper, wire bound at the head and with high quality varnish cover.

Size approx: 37cm. x 28.5cm.

Price – £6.00 UK

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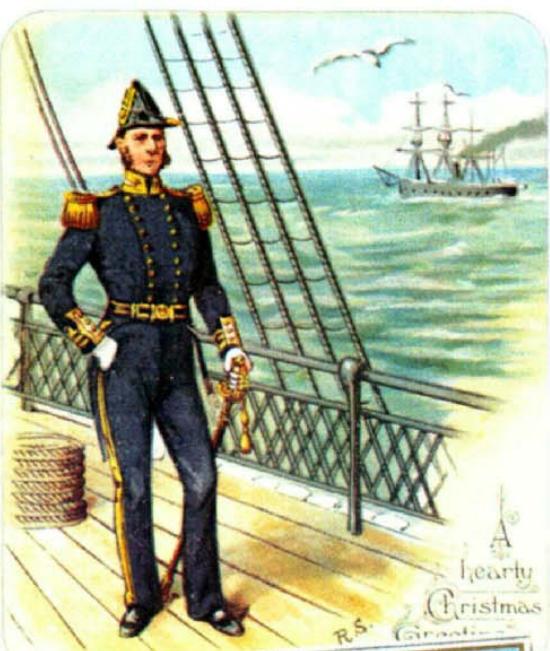
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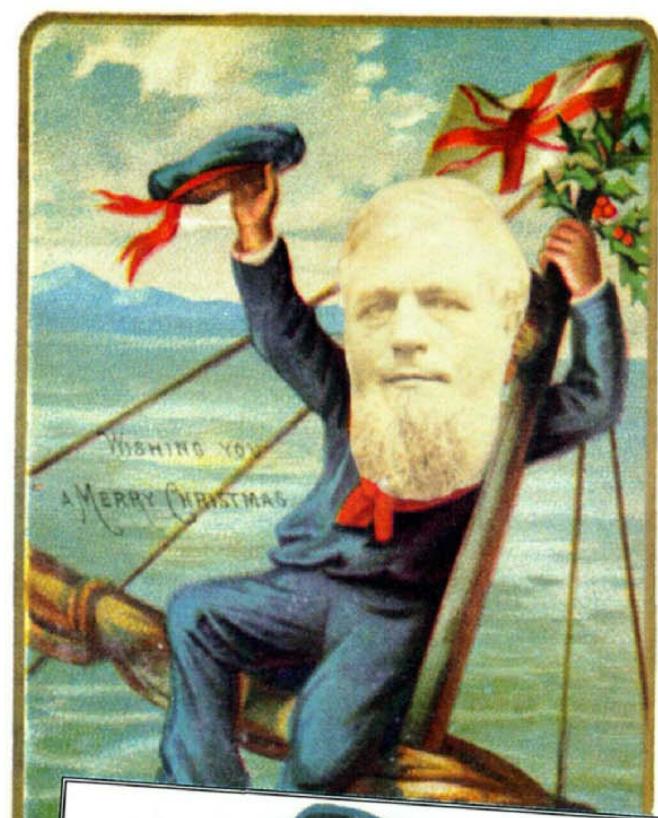
# A RIGHT MERRY CHRISTMAS TO YOU!



PRIDE in the Royal Navy is often expressed in Christmas cards of the Victorian era, as with this selection sent to us by collector David Watkins, of Bangor, Gwynedd.

Highly coloured and illustrated by some of the foremost artists of the day, such cards are known to have been sent by Queen Victoria, Edward VII and Queen Mary.

A collection is held by the British Library and examples may be found at card fairs held regularly all over the country, changing hands for around £5



## Immortal Memory still kept at Madron Church

AMONG the many commemorations of the 195th anniversary of the death of Nelson last month, was the Trafalgar Thanksgiving Service at Madron Church, attended by the Commanding Officer of RN air station Culdrose, Cdre Chris Waite. (See also page 19).

This has been held annually ever since the first news of the British Navy's victory was passed to fishermen working far out in Mounts Bay by HMS Pickle.

The fishermen returned promptly to shore with the message and shortly after the Mayor and Burgesses arranged a service at Madron, the Mother Church of Penzance.

• Lt Donna Pickard leads the Guard at the Madron parade.



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Inclusive of post and packing

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INTRODUCING

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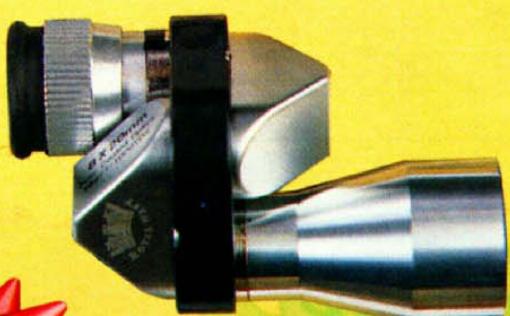


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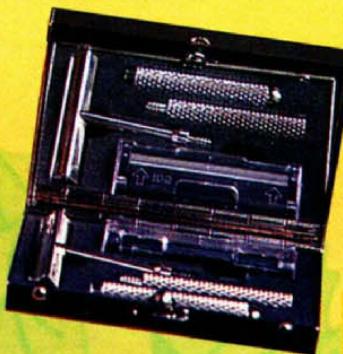
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**Royal Navy Anchor Clock  
 Paperweight (Also available  
 with Crown motif)**  
 These beautiful solid brass paperweights have been hand polished and gold plated. Clock insert has a Swiss quartz movement and is accurate to +/- 0.15 seconds/mth. Presentation boxed.  
 Only £21.99 UK Price



**'Bakkus' Flask and Cigar Tubes**  
 Hand-made black 'napa' hide case holds two stainless steel tubes. One is a ball-top spirit flask, the other a 'Corona' size cigar holder, 7" long. Embossed with the Royal Navy Crown. Only £32.99 UK Price

**Buy the Tie Slide and Cufflinks together, the  
 perfect gift for only £53!!  
 Buy the Brooch too, and all three Jewellery  
 items from the Royal Navy Crown Collection  
 can be yours for just £85!!**



**Cuff Links**  
 Fine sterling silver cuff links. Designed in the style of the Royal Navy Crown, supplied in an elegant, black presentation box. Only £27.99 UK Price



**Tie Slide**  
 An elegant accessory bearing the classic Royal Navy Crown, supplied in an elegant black presentation box. Only £27.99 UK Price



**Silver Crown Brooch**  
 An elegant accessory. Supplied in an elegant black presentation box. Only £32.99 UK Price

**Corkscrew**  
 Our unusual Nautical Anchor Corkscrew is handmade from English Pewter, and is supplied in an elegant blue presentation box. Only £14.95 UK Price



**Simon of the Amethyst Mug**  
 A fine bone china mug that commemorates the life of Simon, one of the few cats to gain the Dicken Medal. Only £8.99 UK Price

**Suede Baseball Cap**  
 Always popular these baseball caps with the Royal Navy motif will make a great addition to any Christmas stocking. Only £9.50 UK Price  
 For more details of our classic clothing range please phone the number at the bottom of the page.

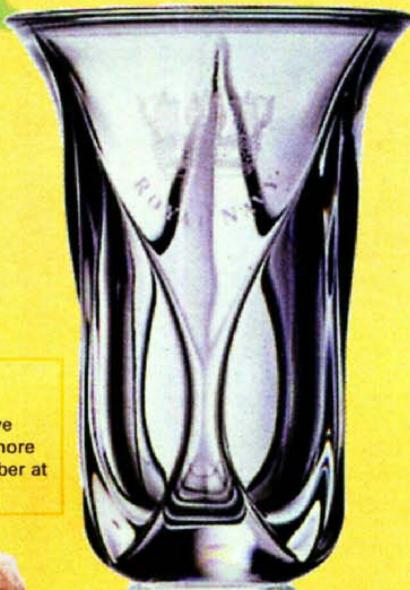
**Flat-topped Stopper**  
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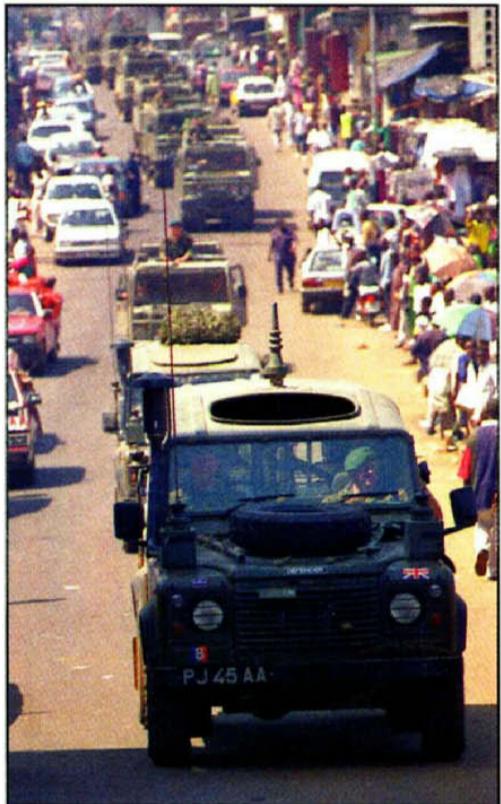
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# THE ROYAL NAVY IN SIERRA LEONE

## Task force in show of strength



● FREETOWN: A convoy of vehicles from 42 Commando Group Royal Marines makes its way through the capital of Sierra Leone. The local people gave the British forces a rapturous welcome.

Picture: LA(PHOT) Rob Harding.

● BEACHHEAD: As Sea King helicopters thundered overhead, hundreds of men poured ashore from landing craft at the Aberdeen Peninsula.

Picture: LA(PHOT) Darren Casey



**T**HE PEOPLE OF Sierra Leone witnessed an impressive show of strength by the Royal Navy's Amphibious Task Group when it arrived off Freetown.

As Sea King helicopters from HMS Ocean thundered overhead, hundreds of men from 42 Commando poured ashore to secure a beachhead on the Aberdeen peninsula, three kilometers west of the capital.

Chinook battlefield support helicopters delivered underslung 105mm light artillery guns and Commando all-terrain vehicles while Lynx attack helicopters provided air cover.

And when the landing was complete, the fighting vehicles drove in convoy through the centre of Freetown.

The landing, designated 'Operation Silkman' followed the arrival of HMS Ocean and four Royal Fleet Auxiliary support ships which were diverted to Sierra Leone at the end of the NATO exercise Destined Glory in the Mediterranean.

The Amphibious Ready Group (ARG) is an part of Britain's Joint Rapid Reaction Force (JRRF) and it is

**Pictures: Rob Harding and Darren Casey**

designed to deploy to trouble spots anywhere in the world at short notice.

Although United Nations forces in Sierra Leone are supporting the democratically-elected Government, the UK has made it clear that it is ready to deploy troops if required, and the landing exercise by HMS Ocean and her support ships was a highly visible demonstration of the seriousness of that commitment.

The powerful display of military capability has also enabled the Amphibious Ready Group to practice procedures and conduct detailed reconnaissance which will significantly reduce the time needed to deploy the Joint Rapid Reaction Force should it be required in the future.

Although the landing exercise came a day after a cease-fire agreement between the Government of Sierra Leone and the rebel Revolutionary United Front, it will help to remind the leadership of the RUF of the need to honour its agreement and take the first step towards a peaceful and prosperous future in Sierra Leone.

A spokesman for the Ministry of Defence said: "The British military position in Sierra Leone remains unchanged in its efforts to assist the building of a long term peace and security for the country through creating an effective, democratically accountable, self-supporting indigenous military force that is capable of extending the Government's control over its territory."

Revolutionary United Front have remained largely dormant, but with the advent of the dry season that may well change.

"Iron Duke remains ready to assist forces ashore in a number of ways, but our biggest impact is to have been seen by the people of Freetown.

"They regard the presence of a Royal Navy warship as a clear indication of the resolve of the UK in supporting the democratically-elected Government in Sierra Leone."

□ Sailors from HMS Iron Duke provided a guard of honour during a service at the Commonwealth War Graves cemetery in Freetown where more than 100 World War II British Servicemen are buried.

The ceremony was also used to express the profound thanks of the people of Sierra Leone for the sacrifice made by Lance Bombardier Brad Tinnion, who was killed in action during the recent operation to rescue British soldiers taken hostage by the West Side Boys.



● Cdr Keven Blake (left) and Lt Cdr Sam Seward in Freetown, Sierra Leone. The Royal Navy personnel have taken on key roles in the Republic of Sierra Leone Armed Forces.

## RN takes key military posts in Sierra Leone

TWO ROYAL Navy personnel have taken up key jobs with the armed forces of Sierra Leone as part the international military assistance to the country.

Cdr Keven Blake and Lt Cdr Sam Seward are part of the International Military Advisory and Training team (IMAT) in Sierra Leone, which is currently deployed in Freetown on a three-year mission.

Of more than 90 IMAT posts, Royal Navy personnel currently fill only two, although there is some hope that posts for two Senior Ratings will be established in the new year. Both officers are on Loan Service to the Republic of Sierra Leone Armed Forces (RSLAF), living and working amongst their local colleagues.

Cdr Blake is a Regulating Branch Officer who has deployed as Provost Marshal of the RSLAF.

His job is to train the Sierra Leone Military Police and reorganise them, alongside the Naval Police, into a Joint Provost Unit.

The SLMP are kept very busy escorting convoys, rounding up stragglers and investigating irregularities in pay and rations. As a member of the SLMP, Cdr Blake is obliged to wear the red beret, although he has chosen to retain his own cap badge rather than that of the RSLAF.

Prior to deployment he was serving in Sarajevo on the staff of Commander SFOR.

Lt Cdr Sam Seward is a Warfare Officer who has joined IMAT as maritime advisor to the RSLAF.

As well as providing advice to the Chief of Naval Staff RSLAF on the long-term development of the maritime wing, he has also been actively involved in the planning of current Sierra Leone Naval Operations.

Although limited resources make things difficult, Sam has much praise for both the enthusiasm and ingenuity of the SLN which at present consists of four whaler-type wooden boats and one Chinese Shanghai III class patrol boat which is about to begin Operational Sea Training.

Despite asset limitations, the SL Navy has developed into an effective operational force, regularly conducting operations in support of the SLA along the rivers and coast.

It has also recently been awarded the task of fishery protection, thereby providing invaluable revenue to the Government of Sierra Leone.

## GENERAL VISITS IRON DUKE



● Gen Guthrie on board HMS Iron Duke.

THE MOST senior military man in the UK visited HMS Iron Duke off Freetown, Sierra Leone, as part of a review of British Forces in the country.

General Sir Charles Guthrie, Chief of the Defence Staff, also visited the country's leader, President Kabbah, and the headquarters of the United Nations Mission in Sierra Leone (UNAMSIL).

And General Guthrie's visit followed the arrival in the area of top army troubleshooter Brigadier David Richards and his rapid reaction team from Joint Forces HQ at Northwood, who are spearheading the UK effort in the area.

HMS Iron Duke is the current Atlantic Patrol Ship (South). She left Portsmouth early in September and has been patrolling the waters off Sierra Leone in support of forces ashore.

The ship's Commanding Officer, Cdr Ben Key, said: "The situation in Sierra Leone has been far from stable. Throughout the rainy season, the rebel

Revolutionary United Front have remained largely dormant, but with the advent of the dry season that may well change.

"Iron Duke remains ready to assist forces ashore in a number of ways, but our biggest impact is to have been seen by the people of Freetown.

"They regard the presence of a Royal Navy warship as a clear indication of the resolve of the UK in supporting the democratically-elected Government in Sierra Leone."

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● VOLUNTEERS: Some of the sailors from HMS Iron Duke who are giving up their time to help build a new school for 200 orphans in Freetown.



● IRON DUKE: The ship has been patrolling the waters of Sierra Leone. She will soon be crossing the Atlantic for a visit to the Falklands and Chile but she is expected to be back in Sierra Leone at Christmas.

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# Sea Cadets



## 300 JOIN BIG PULL UP THE THAMES



OVER 40 Admiralty Sea Cadet cutters, the Corps' long serving pulling boats, raced up the Thames as part of London Area's Millennium celebrations.

The event took a lot of planning as nearly 300 cadets and staff were on the water for several hours. First the ASCs were towed from West India Docks on the Isle of Dogs to the start position six miles upstream abeam the London Eye.

The race was started by the President of the SCC, Admiral of the Fleet Sir Julian Oswald, assisted by the Master of the Company of Watermen and Lightermen, Lionel Barrow.

The crews then raced over three miles upstream to Chelsea, finishing just short of Albert Bridge. Then it was a short pull back to Grosvenor Dock for presentations and prizes from the guest of honour, the Lord Mayor of Westminster, followed by a barbecue, disco and jacuzzi (provided by the Army's Bath and Laundry Company).

● Crews race past the Houses of Parliament

**Third time lucky Cleo hits the jackpot**

## Cadets to combat coastal pollution

AT THE third attempt Harrogate unit has made a successful bid for a grant from the National Lottery Charities Board.

A grant of £38,270 has been awarded, which together with some donations from other sources will provide for major improvements to the headquarters building in Springfield Mews.

The Band of TS Cleopatra – recent winners of the National Championship – is regarded as a centre of excellence and provides tuition to cadets from many other units.

Facilities including toilets, kitchen and showers will receive a major upgrade. At the same time, specialist storage will be provided for the band instruments, freeing up space for many other varied activities.

**The buildings will also be made much more accessible to disabled users, be they cadets, parents or others.**

Chairman Mick Clipston told *Navy News*: "A good deal of hard work has gone into this application and we have received help from a great many people, for which we are very grateful."

"We are pleased to have persevered and delighted that we will soon be able to offer modern facilities to our cadets."

**SEA CADET units are poised to play a part in protecting Britain's coastline from pollution.**

In a keynote partnership project with the UK's leading marine environmental champions, units are signing up to join 'Adopt-a-Beach', a campaign designed to combat coastal pollution, protect wildlife habitats and defend some of the most beautiful parts of the country from the ravages of the throw-away society.

reaches of Government – the office of Deputy Prime Minister John Prescott, himself a former Sea Cadet.

Under the Adopt-a-Beach banner, teams of Cadets will monitor the state of their allotted beaches, note items of rubbish and debris and submit regular reports through official channels.

The project follows the Marine Conservation Society's highly successful Beachwatch campaign. Individuals can join in too by contacting MCS headquarters at 9, Gloucester Road, Ross-on-Wye, Herefordshire.

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## Million pound deal funds new ship



A TOP flight funder has come to the rescue of the Sea Cadet fleet with a million pound deal to build a new ship.

Sunk by new safety laws, the Corps' two veteran fleet tenders Alnmouth and Appleby were withdrawn from service, leaving only sail at sea.

But power has now been restored with the Jerwood Foundation's offer to build a new motor vessel for the SCC.

Jerwood made the offer after reading of the Cadets' plight in the national press and negotiations blossomed into a fully funded rescue package – signed and sealed in the Admiral's cabin aboard HMS Belfast on the Thames by Jerwood's Alan Grieve and Roanne Dodds.

Picture – S. E. Rowse.



## Sea Cadets



**Admiral salutes Trafalgar cadets:**

# 'You've made my day!'



MORE THAN 500 Sea Cadets from units around the country marched into Trafalgar Square for the main parade to commemorate the 195th anniversary of the Battle of Trafalgar and the death of Nelson.

They took centre stage at the foot of Nelson's Column in what was once a joint venture with the Royal Navy.

Since the 1950s, when operational commitments caused the Senior Service to withdraw from many ceremonial events, the Sea Cadet Corps has carried the Trafalgar Day banner alone at this one.

Taking the salute, Flag Officer Surface Flotilla Rear Admiral Ian Forbes told them: "You are a credit to your country. You have made my day."

Some 3,000 onlookers joined in the hymns and service and Cadet Patrick Quigley of the Kingston unit TS Steadfast was voted Best Guardsman of the Parade.

Pictures: S. E. Rouse and P. Baldesare

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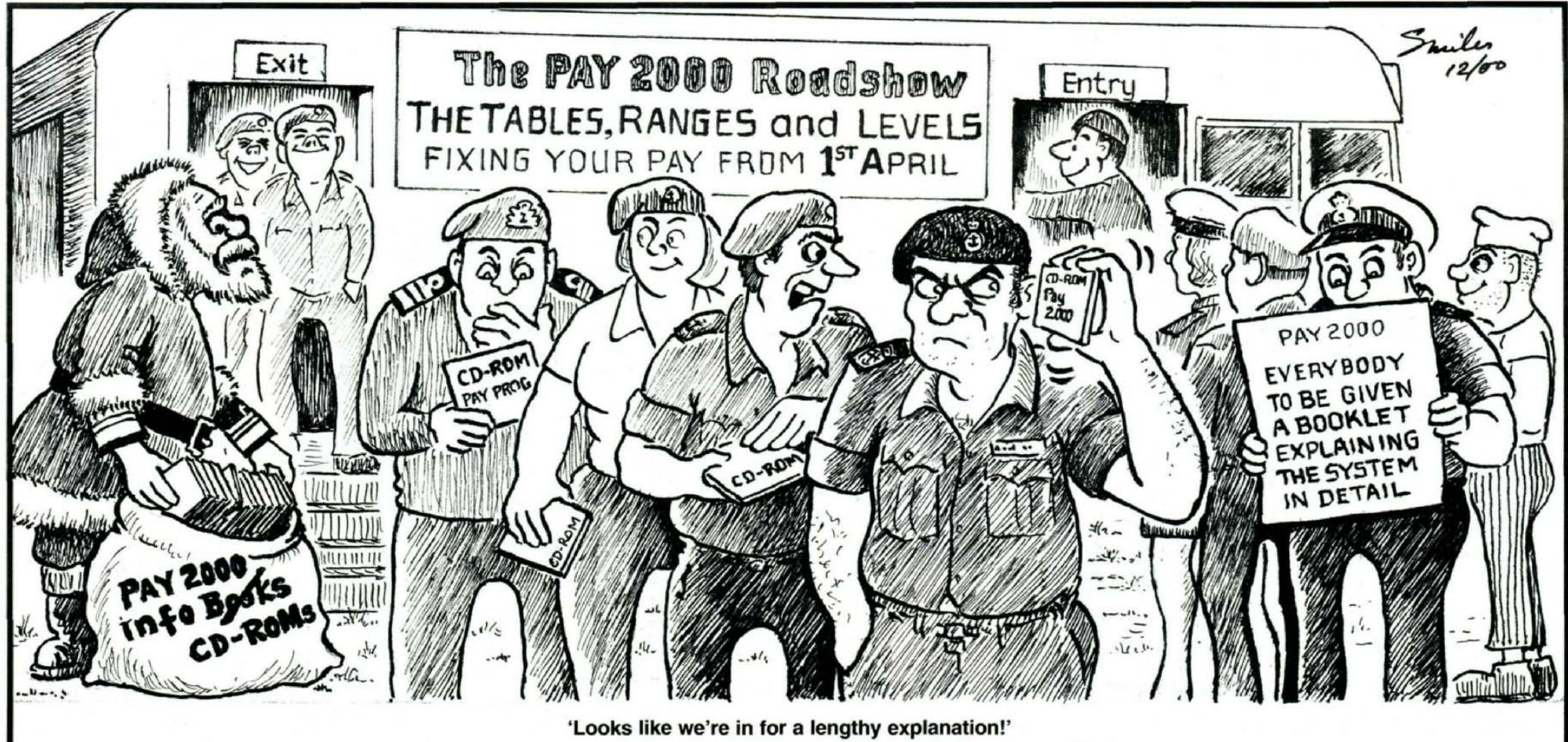
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'Looks like we're in for a lengthy explanation!'

## NEWSVIEW

### Memorials are made of this

**N**EW interest in the nation's war memorials – prompted by the recently formed Friends of War Memorials – has resulted in a £200,000 preservation scheme. Sponsored by English Heritage, it was launched at the Cenotaph last month.

There are 50-60,000 war memorials in the UK alone – and new ones are still being planned. Latest of these is one to commemorate the thousands of Service men and women killed on active duty and by terrorist attacks since 1945, including such recent conflicts as the Falklands, the Gulf, the Balkans and Sierra Leone.

Just unveiled is a memorial to the Naval architect of the D-Day invasion – and of the Dunkirk evacuation – Admiral Sir Bertram Ramsay. And one to the 11,000 Royal Marines who gave their lives in the last century.

Lately there has also been growing concern over the security of war graves.

No less valuable – and even more fragile – reminders of past conflicts are to be found in the photographs and private correspondence of those who took part in them.

Last month an archive originally collected from prisoners of war by German soldiers which later found its way to Moscow was returned to its owners by the Russians.

But there is a vast store of material in imminent danger of destruction – the memorabilia of millions of ex-Servicemen from both World Wars, much of which, sadly, holds little interest for their descendants.

A poignant example was sent to *Navy News* – a letter from an officer in HMS Good Hope, lost with all hands at the Battle of Coronel in 1914.

This remarkable document found its way to a Manchester paper mill, where a keen-eyed employee, a former Navy man, spotted the letterhead and realised its significance. It has now been forwarded to the RN Museum.

*Navy News* regularly receives photographs, even whole albums, and other material from former Navy people, who ask that we find a home for them. Often we pick up some gems – the latest being this picture of the *Graf Spee*, taken sometime after she was scuttled at Montevideo on December 17, 1939.

While memorials in stone and bronze have their place in providing the focal point for remembrance in ceremonies up and down the land, images of war in photographs and film form the irreplaceable record of events that present and future historians must draw on in their effort to understand them.

Their future survival and protection should be of equal concern to us all.

**'We have to integrate much better' – FOSM**

**T**HE RN Submarine Service centenary will be launched next month – appropriately with the keel laying of the first of its new class of nuclear-powered attack submarines, HMS Astute.

Also looking to the future, Flag Officer Submarines Rear Admiral Rob Stevens has said the covert, independent way of operating employed during the Cold War is no longer relevant to the current scene.

Speaking at the centennial conference at the University of Lancaster, he said the Service should now conform to the RN's new operational concept – the Maritime Contribution to Joint Operations – and make use of the full potential of the nuclear-powered attack submarine (SSN) across a wider range of taskings.

"The SSN should be indispensable to the joint commander – but to make that happen we have to integrate much better than we have in the past in order to provide the battlespace awareness that the joint commander or maritime component commander needs," he said.

"That means we're taking the Submarine Service out of its 'stovepipe' of operating entirely independently and making ground

**Astute lays the way for centenary celebration**

towards integrating it into the overall MCJO."

The key to this was to fit discrete communications fleetwide in the submarine flotilla.

"We must do this to break away from the 12-hour delay that conventional submarine broadcast imposes. Until we can do this we cannot take advantage of the information technology revolution, and therefore we cannot make the submarine truly 'joint'."

Just after *Navy News* went to press at the end of October, all the Navy's 12 SSNs were removed from operations following the identification of a flaw in HMS Tireless's reactor cooling system.

Five were quickly found to have been clear of the defect and Defence Secretary Geoff Hoon said analysis of more detailed inspection would allow a recovery programme to be set in place for those that were affected. It was aimed to have this established by the end of last month.

Signs of the flaw were apparent in HMS Superb, Splendid, Trafalgar, Turbulent, Torbay, Talent and Tireless. In the clear were HMS Sovereign, Sceptre, Spartan, Trenchant and Triumph.

□ The Ministry of Defence is to canvas the direct views of the public to help identify the best options for future land storage of redundant nuclear submarines. Defence Under Secretary Lewis Moonie has announced. A MOD study concluded earlier this year that the current practice of storing submarines afloat at Devonport and Rosyth remained safe, but that lack of alternative afloat sites meant storing the radioactive components on land was the best option for the longer term.

Dr Moonie said the MOD would be seeking proposals from industry in order to identify the best storage method and site. There would be a full and open consultation over the next three years, the first stage due to be completed by the end of this month.

**C-in-C: training policy paid off**

AS HE prepares to stand down as C-in-C Fleet and take over as First Sea Lord, Admiral Sir Nigel Essenhough says the Navy is well placed to tackle the sort of challenges it is likely to meet – at least "in the short to medium term".

In an upbeat message to the Fleet he told *Navy News* he was "overall, pretty optimistic."

"The last couple of years have been characterised by a busy operational programme, with the pace probably running at least as fast as at any time in recent years.

"Without exception, everything we've done has been successful and this has demonstrated the Navy's utility as a mobile, sustainable and flexible force entirely relevant to today's requirements.

"Our policy of training where we're most likely to fight has meant that Naval forces, our ships, submarines and aircraft, have been on hand to play their part in dealing with many of the crises that have arisen around the world.

"The forward equipment programme is looking better than it has for many years. Our efforts to close the manpower gap are bearing fruit. We're adapting what we do and the way we do it to meet the requirements of the rather different post-Cold War world in which we find ourselves – and we have roles and missions which are more than ever before relevant to maritime forces.

"Of course, all of this is conditional on getting sufficient resources to ensure that it really does happen. We need to remain vigilant to ensure that we're adequately resourced to carry out the tasks required of us.

"My second concern leads on from the first. If we don't keep commitments and funding in balance then it's our people who become the jam in the sandwich as we squeeze them harder and harder to do more with less.

"A little bit of that sort of pressure is a good thing. We need challenging efficiency targets to ensure that we deliver value for money. But in my next job I shall be watching to see that these things do indeed remain in balance."



## Diary of events

**IN 1900 Britain was the only major maritime power not to have at least an embryonic submarine flotilla.**

But despite vehement condemnation of the submarine as a means of waging war, wiser counsels prevailed. Holland 1 was launched in 1901 at Barrow-in-Furness and the Royal Navy Submarine Service was born.

2001 will see Britain's most Silent Service celebrate the outstanding heroism, professionalism and technological achievements of those who designed, built, supported and served in its submarines – and commemorate those who lost their lives in them.

Main events are as follows:

- January 31: HMS Astute keel laying ceremony, Barrow-in-Furness, Cumbria.
- April 10: Launch of Royal Mail special stamps.
- April 24: Submarine Race Day, Devon and Exeter Racecourse.
- May 4-7: Freedom of the Borough to be bestowed on the Submarine Service, Barrow-in-Furness.
- May 17: Opening of Holland 1 exhibit, Royal Navy Submarine Museum, Gosport, Hants.
- May 26-28: Chatham Historical Dockyard Navy Days, Chatham, Kent.
- May 28-June 5: Centenary celebrations, Clyde (to include visiting foreign submarines), HM Naval Base, Faslane.
- July 7: Centenary celebrations, Devonport, HM Naval Base, Devonport.
- July 21: Flag Officer Submarines Centenary Ball, Dorchester Hotel, London.
- August 24-27: International Festival of the Sea, HM Naval Base, Portsmouth.
- Later September: Corporation of London Lunch, Mansion House, London.
- October 5-7: Submarine Centenary Reunion, Fort Blockhouse, Gosport, Hants.
- November 2: Centenary Thanksgiving Service, Westminster Abbey.
- November 30: Centenary Party, HMS Neptune, Faslane.

# 27 warships fight in new style of wargame

OVER two dozen warships from 13 countries have been taking part, off Scotland, in a new training scenario designed to reflect the world's increasingly complex political, economic and military relationships.

The 27 ships – almost half of which were British – were involved in the third and final Joint Maritime Course (JMC) of the year during which land,

sea and air forces were divided to represent two countries becoming drawn into escalating conflict.

The Joint Maritime Operational Training Staff based at JSU Northwood arranged more than 50 serials to cover every aspect of warfare training.

The JMOTS staff moved to Clyde Naval Base where they acted as directing staff from the Maritime Operations Centre of Flag Officer Scotland, England and Northern Ireland, Rear

Admiral Derek Anthony.

Royal Navy warships played the central role in the JMC, with the Commanding Officer of the Type 22 frigate HMS Chatham, Capt George Zambellas, commanding half the forces, with the other half led from the Ticonderoga-class Aegis cruiser USS Thomas S. Gates by Commander Standing Naval Force Atlantic, Rear Admiral Thomas J. Wilson III.

Other RN vessels taking part were

HM ships Glasgow, Gloucester, Southampton, Grafton, Lancaster, Monmouth, Richmond, Westminster and the minehunters Atherstone, Cattistock, and Inverness from the Second Mine Countermeasures Squadron commanded from the survey ship HMS Bulldog.

Other nations taking part were Germany, France, Denmark, Canada, the Netherlands, Norway, Spain, Turkey, Portugal, Belgium and Italy.

# Women at sea have 'growing confidence'

**WOMEN** at sea in the Royal Navy are becoming increasingly more integrated, are now better accepted and have gained in confidence since the policy was introduced ten years ago, according to the findings of an independent report.

The Navy commissioned a series of comparative studies by the University of Plymouth, which reported in 1993 and again in 1995.

The study group's final evaluation, completed last July, is judged to be "very encouraging", Cdr Katrine Wreford RNR told *Navy News*.

Cdr Wreford, specialising in equal opportunities on the staff of Director Naval Service Conditions, said the report showed that after ten years, women were becoming progressively more integrated and faced a far less hostile attitude from men.

The researchers interviewed men and women at sea and reported that the success of integration was reflected in the significant improvements experienced by both sexes.

Cdr Wreford said: "The majority of those interviewed felt either that

## Sultan sailors in front line

FRONT-LINE experience has been given to a Royal Navy contingent under training from HMS Sultan. But the front line they saw was over 80 years old, covering the World War I battlefields of Ypres, Vimy Ridge and the Somme.

The weekend tour for the 17 staff and artificers was seen as consolidating their defence studies course by seeing and walking the ground fought over by their forebears in the Royal Naval Division.

More sailors died fighting ashore than at sea in the Great War, and in recognition of their sacrifice the group laid a wreath at the RN Division memorial at Beaucourt and took part in the daily Last Post ceremony at the Menin Gate at Ypres.

the operational effectiveness of a ship is not adversely affected, or that it is actually improved by having women in a ship's company."

She said equal opportunities awareness had helped to improve attitudes. "Female officers and ratings now consider themselves to be no different from their male counterparts and just want to get on with the job and make the most of the career opportunities that have opened up to them."

However, the report does highlight areas that remain a cause for concern for some personnel. Although bullying and harassment are not regarded as widespread, and fewer women are claiming harassment, incidents still occur – "and further awareness training should assist in eliminating this".

Also, male junior rates perceive that their female counterparts have difficulty with heavy work, causing resentment – "although this is lessening and will continue to improve with good management and teamwork".

Concern still remains about sexual relationships at sea, and this, said Cdr Wreford, is being addressed by the Armed Forces Code of Social Conduct. The Navy, she said, was continuing to monitor the causes of concern and was committed to addressing them to ensure improvement.

At present there are over 1,000 women in 47 ships at sea, making up to 15 per cent of ships' companies. Included in the total are 123 officers and 34 senior rates.

Almost three-quarters of posts are open to women, and in recent years have emerged the first women COs at sea and the first woman Principal Warfare Officer. A number have completed pilot and observer training and six more are in the training pipeline.

## High adventure in Morocco



HIGH adventure was the draw for the 18 members of HMS Collingwood in this picture. With members of the Moroccan Army, guides and gendarmes, they spent a week on adventurous exercise which took them to Marrakech and the High Atlas Mountains.

The party, drawn from all quarters of Collingwood, walked a total of 75kms and ascended and descended a total of 8,600m, including the 4,167m Jbel Toubkal, the highest mountain in North Africa.

## Association head sought

THE ASSOCIATION for RN and RM Families is looking for a successor to their founder chairperson, Maxine James.

The full-time job is based on a two-year renewable contract, and an appreciation and understanding of the experiences faced by Naval families would be essential.

Also being sought is a house representative and local area representatives. The house representative should have a serving member of the RN or RM in their family. The post of local representative is voluntary but the association is campaigning for it to be salaried.

Contact the association at 22 Tailour Road, Crownhill, Plymouth PL6 5DQ (01752 78944).

## Cruise winners

WINNERS of the competition for a mini-cruise to Bilbao with P&O European Ferries (Portsmouth) Ltd and run in the October edition of *Navy News* are: H. C. Aitken, S. Kemp, C. Allen, V. A. Brown.

## Norfolk first to get new gun

HMS NORFOLK is undergoing a second docking period – the first Type 23 frigate to do so – at Devonport frigate refit complex.

She will emerge as the first ship to be fitted with the new 4.5in Mk 8 Mod 1 electronic gun which is undergoing trials at the gunnery establishment, HMS Cambridge.

Norfolk, the first of the Type 23s to enter ser-

vice ten years ago, will have her electronic warfare fit upgraded – including the fitting of NavyStar which will give her e-mail.

Shafts and propellers will also be replaced and extensive work is being carried out on her fresh-water tanks.

She is due to rejoin the Fleet in late April.

## Grim task faced by Gulf-bound frigate

THE FIRST weeks of HMS Cumberland's deployment to the Gulf have been busy – and the ship was involved in an emergency before she even reached her destination.

The Type 22 frigate was on passage to the Gulf when she diverted to assist at the scene of the Greek ferry tragedy.

Her Lynx was launched at first light, and pilot Lt Mark Scott, observer Lt Glyn Owen and aircrewman AEM Paul Robinson spent much of the day airborne, but only bodies of the victims of the Express Samina were found.

As darkness fell, Cumberland was the last of the RN ships to be released by the Greek incident commander. (See the Greek Defence Minister's letter of thanks – page 6).

In the Gulf, Cumberland took up her duties in support of the UN embargo on Iraq, interspersed with visits to Kuwait, Bahrain and Ras Al-Khaimah.

She also had a central role in British Week in Bahrain, supporting charity events and Remembrance Sunday and Armistice Day ceremonies.

Four chefs – LCHs Bob Windsor, Marty Raw, Robbie Burns and CH Mitch Mitchell – were invited to cook breakfast and lunch at the five-star Regency Intercontinental Hotel, as the management wanted to add a British taste to the menu.

As *Navy News* went to press, Cumberland was due to participate in anti-submarine warfare exercises with Gulf navies. She plans to spend Christmas in Dubai.

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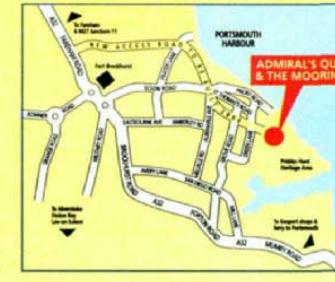
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# School closes in

**THE NAVY'S temporary firefighting school at Horsea Island officially closes next month – 42 years after it was opened.**

With a final plume of oily black smoke, the fireground – part of Phoenix Nuclear, Biological and Chemical Defence (NBCD) School, HMS Excellent – has staged its last scheduled advanced firefighting course before moving to a new facility on Whale Island.

The school has seen some 10,000 students a year in recent times, ranging from those taking the Basic Sea Safety Course

(BSSC) before their first sea draft, through to NBCD 35, which includes training in advanced firefighting.

The NBCD 35 course is aimed at senior rates, but a handful of officers, Royal Fleet Auxiliary personnel, junior rates and even foreign senior rates complete it.

Each man or woman who passes the course will be deemed NBCDQ (qualified), and will play an important training role on board ship, as well as being trained in advanced firefighting.

Although this seems a large number of students working their way through the scorched units on the fireground, there has been insufficient capacity to meet all the demand for Intermediate Sea Safety Courses (ISSCs) and for ship team continuation training, so the increased capacity of the new facilities at HMS Excellent will be welcomed.

**The Navy's Firefighting School moves to a new home next month. MIKE GRAY reports on the end of an era at Horsea Island.**

I sat in with NBCD 35 students as they were briefed on their final exercise, the air heavy with the tang of fuel. The scenario was that they were duty watch in HMS Crackon, visiting a British port, and PO Terry Buckle went through the exercise, with the emphasis on safety.

"Today you will probably see the biggest fires you have ever seen – unless you have been on this course before," warned Terry, a senior instructor at the school.

Briefing over, course members walked across to the fireground, where Unit 2, representing a section of HMS Crackon, had been warming up nicely.

Course members would be required to work their way up the levels of the unit – the kind of scenario resulting from a helicopter

crash on a flight deck.

A working lunch of stew – easily eaten with a spoon for those in cumbersome Farnought protective suits – would mean the mayhem could continue unabated into the afternoon, when Unit 4 would be brought up to temperature, and the students would have to tackle that fire from the top.

Pivotal to their success, and personal safety, was the waterwall, a 30ft disc of water sprayed from a special nozzle which provides an effective shield against the heat of a fire, as well as fireballs, and through which other equipment can be used against the fire itself.

The combination of lots of water, oil and foam – and metal ladders down which someone could slip if they are not careful – mean that safety is always a priority, even without the extra challenge of the fires.

"The precautions we take here are stringent, and they have to be," said CPO Tim Coppins, who will see out the last year of his Service career at the new fire school. "No training is worth the cost of someone being injured."

Whatever the level of their previous experience, some students find the exercises traumatic, and therefore the instructional staff work hard to coax their charges through so that, far from being demoralised, the reverse is often the case – people emerge tired, wet and filthy, but with a real sense of achievement.

"The young people come here and absolutely love it after two days," Tim said.

"They are walking ten feet high, having sat behind a waterwall and seen a fireball whistling towards them.

"They really learn something, even if it's just the correct action to take if they find a fire. It will not just save them – it could save a ship."

"They come here with all kinds of worries, often very nervous – as anyone would be. It is a scary environment."

"At the first briefing, we say 'Does anyone have any fears or worries about what is going to happen here?' and all the instructors put their hands in the air. It helps put things in perspective for them."

"The day we forget we are dealing with fire, and that fire can burn, is the day we are going to get burned."

Accidents directly related to fire are infrequent, and tend to be the odd blister from water splashing off a hot surface, rather than burns – a testimony to the level of safety built into operations at the fireschool.

**M**aintaining the balance between danger and safety, reality and artifice, is a difficult but vital task of staff at the school.

Some factors have to be imagined – in real life, a compartment on fire may be adjacent to pipes carrying aviation fuel, and the intervening bulkhead would have to be kept cool to prevent disaster.

"It is false compared to being on board, but we have always got to strike a safe and happy medium," Tim said.

"Obviously, if we can get them to consider the possibilities they might have to face, then that's good."

"But the approach to risks here at the school has to be different to

when you are hundreds of miles out to sea with a serious fire on board."

But students will not get an easy ride, said CPO Sandy Sanders, another member of staff.

"These people may make an entry into a compartment, contain a fire, then find a hatch is blocked, so they have to make the approach to the next compartment all over again from a different direction," he said.

Inside, the units are just bare metal rooms with hatches and doors, relics which recall the school's 1958 roots rather than resembling modern warships.

Even when not in use, with autumn sunshine flooding through the doors, the insides are gloomy, smelly, damp and unpleasant.

The addition of flames and acrid smoke does help the switch from imaginary to real danger, and a number of fireschool staff are charged with providing realistic fires for students to fight.

LME Jesse Owen is one such man – a member of the fireground safety team, but during today's exercise responsible for 'pumping' the fire with fuel to ensure it is at just the right intensity as the firefighters re-enter a compartment.

Appropriately dressed, Jesse made his way to a door of the unit, as a whistle warned of his intention.

**A final check that everyone was out, and Jesse swung his bucket to launch its contents into the unit, stepping smartly to the side of the doorway as angry flames and black smoke erupted.**

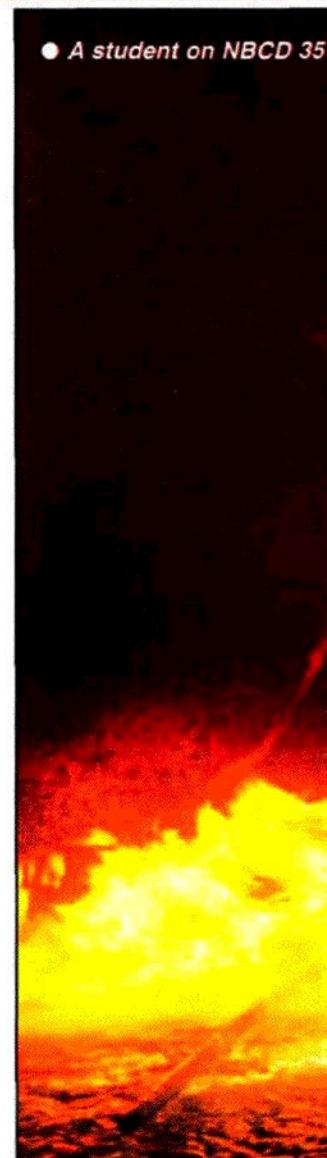
"I love working here," said Jesse, who has been at the school for just over six months.

"You learn quite a bit by doing it day in and day out. And so long as you do the pumping properly, you won't have any problems."

Other members of the school staff, again in protective clothing, prowl the deck of HMS Crackon with long-handled pots of flaming fuel during the exercise, spilling puddles of fire at random to keep students busy with small secondary blazes.

One firefighter, alert to a hazard outlined in the earlier briefing, gingerly opened the valve of a hydrant system which had been roared by the flames, releasing a blast of steam and allowing cold water to flow again.

Firefighting training in the Navy



came under close scrutiny following the Falklands War, when the Navy's over-reliance on certain personnel in a ship for firefighting was found to have flaws.

Now it is a case of all hands to the pumps.

"If you sent people to sea without doing the BSSC, they wouldn't be able to help out in the event of a fire," Tim said.

"Because everybody on a ship now should have completed a BSSC before they went to sea, or an ISSC for those returning to sea in theory everyone is capable of being part of a firefighting team."

The crucial tactic is to attack the fire with as much aggression as



● LMEM Jesse Owen stands aside as flames erupt from a compartment he has 'pumped' with fuel, while (top) CPOMEM Gingie Hewitson ensures those in charge are fully informed of developments.

**Pictures by  
LA (PHOT) Andy Gedge**

● LMEM Stu Saint (above left) responsible for safety at the fire. 35 student reflect on the success of the blaze on HMS Crackon while Saint and staff colleague W look at the lighter side of proceed

# a blaze of glory

*attacks the flames in one of the fireground units at Horsea Island.*



be mustered, according to Sandy Sanders. Once it gets out of control, it is a war, not a battle.

"If you shut the door on a fire, you have to go back and make a re-entry in full gear; so you have lost seven or eight minutes," he said.

Although the fire is at the heart of the students' problems, other dangers have to be kept in mind.

"Getting rid of the smoke is the important thing - it's the smoke which will kill you, not the fire," Terry Buckel said.

"And they have to remember that the waterwall nozzle chuck's out 45 tons of water an hour.

in a ship, that is a lot of water coming in, and you have to consider the stability of the ship – how are you coping with water removal?"

Fire school facilities are also used by Hampshire Fire and Rescue Service, for testing equipment and brushing up their techniques, while Ministry of Defence procurement staff send clothing or new gear for a rigorous work-out under realistic conditions.

■ RN Firefighting School personnel past and present are invited to a meal and disco to mark the closure of the old facilities at Horsea Island. For details see January reunions on page 22.

■ **Navy News** will report on the new fireschool facilities on Whale Island in the New Year.

## Sailors must qualify before going to sea

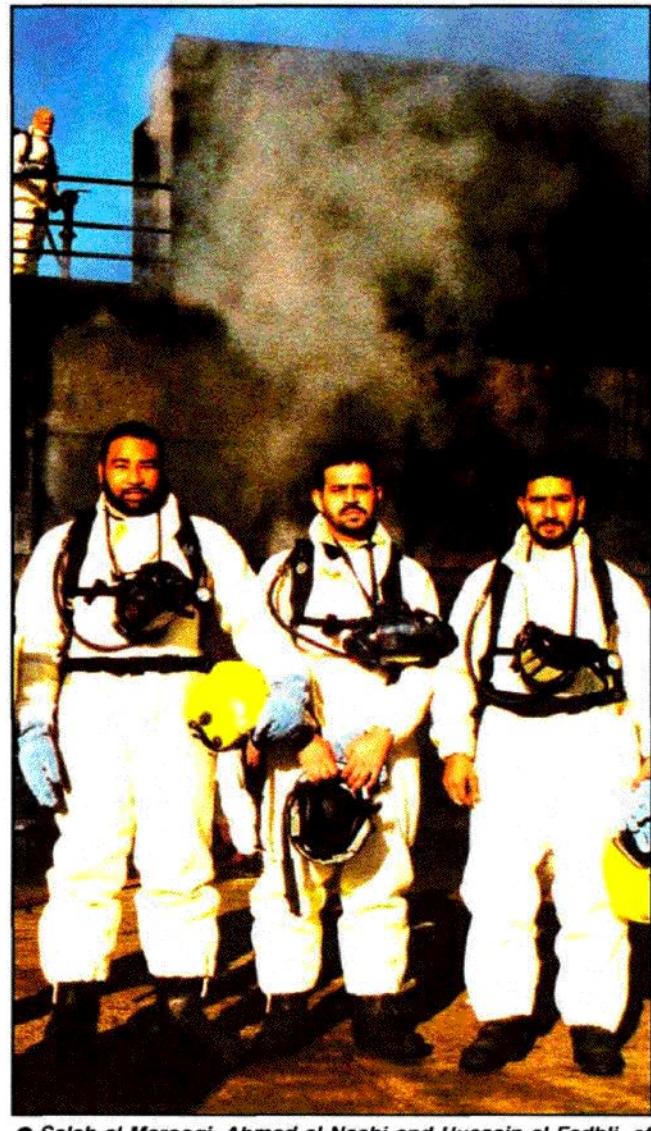
**APART** from the five-day NBCD 35 course, the school also runs the two-day firefighting element of the Basic Sea Safety Course (BSSC), which sailors must pass before they can take up their first sea draft.

There is also a three-day firefighting module in the ISSC (Intermediate Sea Safety Course), but NBCD 35 is the top end of the scale - staff joining Flag Officer Sea Training's NBCD teams, for

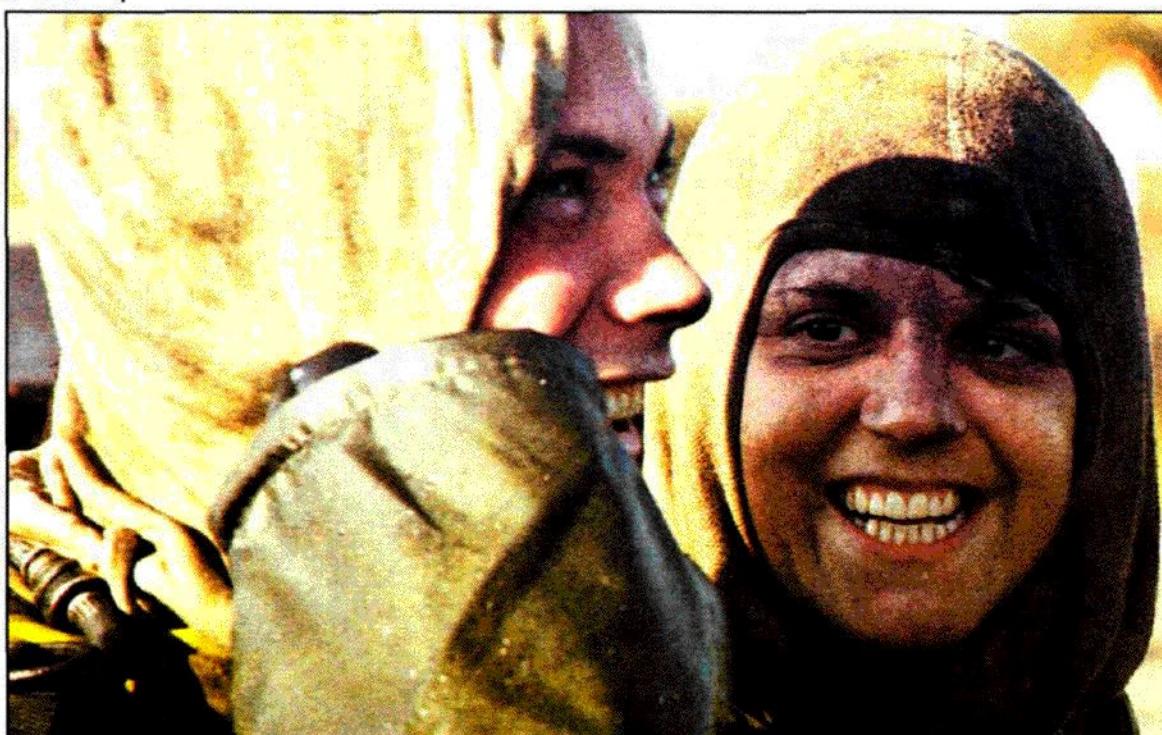
example, must take the course before they can judge the effectiveness of others.

**But a new era for the school dawns next month, according to the Officer in Charge, Lt Chris Austin.**

**Chris Austin.**  
With the opening of new facilities at Whale Island, as well as units at HMS Raleigh and in Strathclyde, basic, continuation and submarine firefighting training will be fully updated to meet the needs of the Navy.



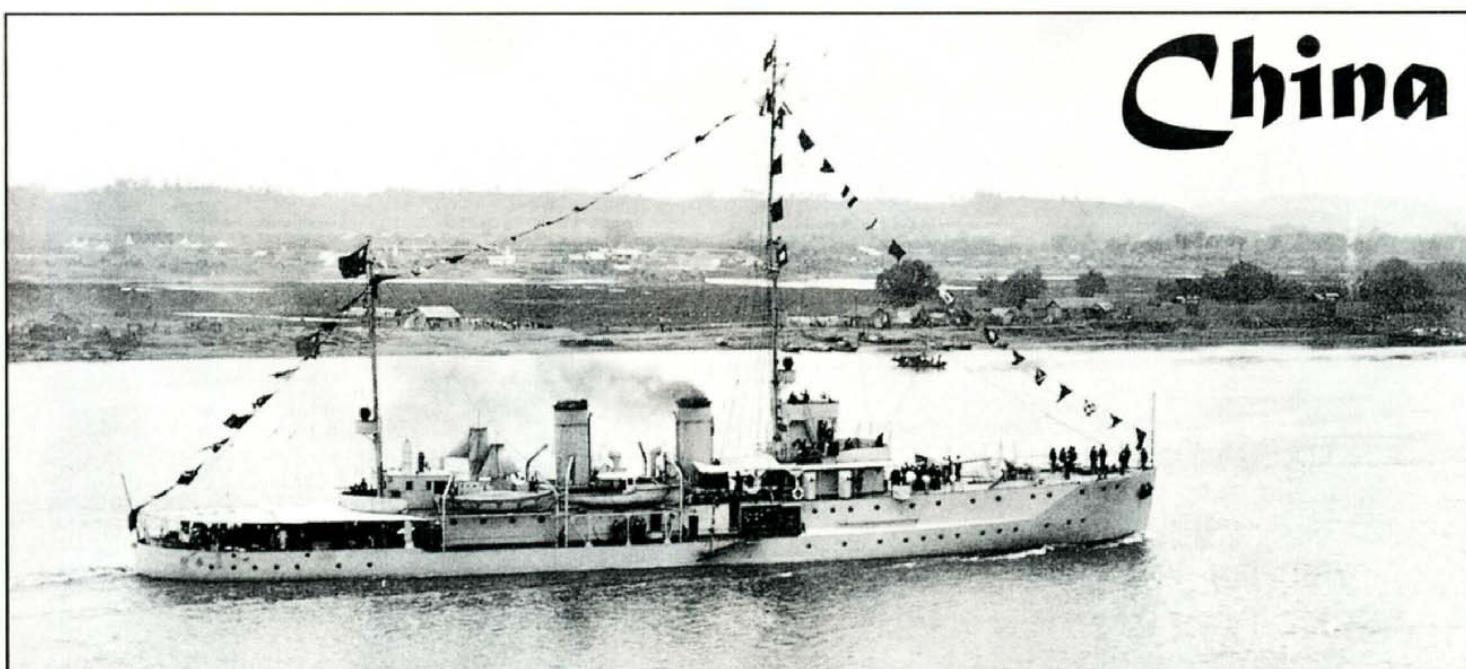
- Saleh al Maroogi, Ahmed al Naabi and Hussain al Fadhl, of the Royal Navy of Oman, Head Fleet Staff, in front of Unit 2 at Horsea Island. The Omanis, resplendent in new, clean Fearnought suits, were on the final NBCD 35 course, and will be taking their new skills back home to train other firefighters.



*a member of staff school, and an NBCD s of attempts to tack- during a brief respite, /ren Sharon Campion dings (right).*



## At Your Leisure



## China steamers

IN THE years after 1860 the Chinese Empire set about establishing a modern navy to enable it to compete with the European powers and challenge the increasing threat from Japan.

In *The Chinese Steam Navy* (Chatham £25) Richard N. J. Wright tells the extraordinary story of the transformation of a fleet of armed junks to one exploiting the latest steam and steel technology, carried through the collapse of the empire and the Nationalist period up to the end of World War II.

Shown here is the heavy gunboat *Yung Sui* (1929) which mounted a 6in and a 1.47in gun.

In 1931 Generalissimo Chiang Kai-shek embarked in her at Nanking for passage to Nanchang just before the Japanese invaded Manchuria and enthroned the 'Last Emperor' Pu Yi as the puppet emperor of Munchukuo.

## Not built for comfort . . .



Mortar ketches or 'Bombs' were designed to carry one or two mortars for lobbing explosive shells into fortifications.

Notable for their splendid names – *Sulphur*, *Tartarus*, *Explosion* etc – they combined sturdy construction with very little accommodation. In real life seldom used with much success, they were employed to great effect by Hornblower in C. S. Forester's novel *The Commodore*, destroying the *Blanche Fleur* as she lay behind Hiddensee off Rügen in the Baltic.

The mortars shown in this illustration from *Naval Warfare in the Age of Sail* by Bernard Ireland (HarperCollins £29.99) can be trained.

1. Rudder
2. Stern post
3. Tiller
4. Capstan
5. Officers' quarters
6. Lamp room
7. Potato store
8. Anchor cable
9. Wine store
10. Mast foundation
11. Shrouds
12. Mortar
13. Mortar bed
14. Ammunition
15. Ballast
16. Spare sails
17. Powder
18. Powder room
19. Carpenter's store
20. Boatswain's store
21. Crew
22. Anchor
23. Bulwarks
24. Mizzen mast
25. Top
26. Main mast
27. Mizzen sail
28. Main sail
29. Main upper sail
30. Bowsprit
31. Fore sail

Illustration by Tony Gibbons



## At Your Leisure



**W**hile he himself would have been too modest to accept comparison with Nelson, he did share Nelson's better qualities but without any vanity . . . he inspired a similar sort of loyalty and devotion."

Thus Commodore David Smith, speaking for the new generation of Naval officers at the Service of Celebration for the life of Admiral of the Fleet Lord Lewin of Greenwich, who died last year at the age of 78.

"More than anything he was a winner, with the habit of being right and doing right . . . He had such clarity of vision, such warmth with that irresistible charm, that people really would have done anything for him . . . he redefined leadership for us."

The full measure of Lewin's achievement is now detailed in the authorised biography by Richard Hill, **Lewin of Greenwich** (Cassell £25).

Lewin was widely regarded as the best admiral produced by the Navy since World War II – and he was, as this book ably demonstrates, one of the most important figures in the defence of the Realm for nearly 40 years.

As a junior lieutenant in possibly the most active destroyer of the war, HMS Ashanti, he was awarded a DSC and three Mentions in Despatches and after the war his rise through the ranks was meteoric; he commanded a destroyer, a frigate squadron and an aircraft carrier, held important Ministry posts and national and NATO commands-in-chief.

Nevertheless, he knew to the end of his life that he would be first remembered for the Falklands. If this is an unfair assessment – and Rear Admiral Hill evidently thinks so, as he devotes just 26 pages to what Lewin himself modestly described as "Seventy days of my life" – it is no less true, for all that, and Lewin felt he owed it to posterity to dictate a last audiotape, giving some unique personal information which throws new light on how he approached and conducted the 1982 conflict.

From the beginning, he was determined that it must not be "another Suez" – he was convinced that the Services had been let down by the Government in 1956, mainly through its failure to formulate a clear objective and to think through what the end result would be.

That would not happen while he was Britain's defence chief – and that it did not happen must in large measure have been down to the

close personal relationships he formed, and had formed, with so many of the key military and political dramatis personae.

Most importantly of all, Lady Thatcher would remember a combination of "competence and sympathy" that she found immensely reassuring. Lewin in turn recalled her firmness of purpose and ready grasp of all the problems involved.

Many times, at meetings of the War Cabinet (as the media called the South Atlantic subgroup of the Cabinet's Defence and Overseas Policy Committee), which left him "drained and exhausted" after enduring the endless questioning and probing by senior civil servants, the Prime Minister would conclude: "If that's what CDS wants, he must have it."

So materiel and supplies that would normally have taken years to approve were improvised, developed and provided in days – and "while much of this flowed without the personal intervention of the CDS . . . he was always there to put a shoulder behind a reluctant wheel."

The gears of policy ground more slowly, of course – and it was there that their relationship was most critical.

Lewin's own well-known dictum, that there is no such thing as a purely military operation, that all operations are politico-military, was never more true than in 1982.

**D**iplomatic support and practical help with materiel and communications from the United States were essential – and here the rapport Lewin had built up over the years with such as Al Haig, the Secretary of State, and Defence Secretary Casper Weinburger, were the catalyst: "They would do a lot for him, as they knew he would back them in difficulty."

But even with this basis, everything had to be fine tuned, and "by every account, Terry Lewin made hardly a single error of timing or nuance."

Even with the media – and this was a war, arguably the first maritime media war, that would notoriously be characterised by resentment on the part of both the Service and the Press, the former feeling the latter made dispropor-

# Lewin: a lifetime in seventy days



● METEORIC RISE:  
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## ScreenScene

– by Bob Baker

# Tale told backwards not hard to follow

**W**HICHEVER way you turn, your back-side's always behind you," sayeth the proverb. True in life, but not necessarily as regards story telling.

Beginning at the end and advancing towards the start is hardly a commonplace technique, but it's applied with great assurance and stylishness in a new thriller called **Memento**.

The film has a theatrical precedent: Moss Hart's play *Merrily We Roll Along* (later turned into a Stephen Sondheim musical) opens with its characters in melancholy middle-age, then describes in reverse chronology a catalogue of disappointments, leading to a finale which finds its heroes and heroines about to leave college, full of hope and anticipation.

Such heavy-duty irony, though, is not really what **Memento** is about. The main character, Shelby, has, we learn, suffered from short-term memory loss ever since the murder of his wife: he blanks out every 15 minutes on what has happened subsequent to the killing. Nevertheless, armed with copious notes, photographs and with the assassin's licence plate number tattooed on his body, he has set out to find and kill the man who smashed his life.

The film opens with him apparently having accomplished his mission. We are then shown what happened immediately before, then the events immediately prior to that, and so on, each scene altering the pattern of the story to a greater or lesser extent.

It's an ingenious riff on the time-worn "revenge" scenario, and nowhere near as hard to follow as it perhaps sounds. Australian actor Guy Pearce is suitably dogged as the hapless Shelby and the high-pitched Joe Pantoliano is full of equivocation as the cop helping him in his mission. Come to that, the whole picture is full of equivocation – until the end, that is. Or rather, the beginning.

The only mystery about **Wonder Boys** is why it's called **Wonder Boys**. More to the point would have been something like Bad Day on Campus or perhaps The Dog in the Boot.

Michael Douglas plays a professor of literature who, years before, has published a successful novel.

As the film opens, the college Book Festival is in full swing, bringing an influx of authors and critics, none of whom our hero can abide. His wife has just left him, his married girlfriend is pregnant, his editor is arriving to check up on the progress of his long-delayed follow-up novel (the progress, it seems, amounting to just one 5,000-page chapter). And he's driving around with the corpse of his boss's beloved dog, accidentally killed, waiting for an opportunity to secretly dump it.

Douglas is in fine form as the curmudgeonly prof, meeting this fusillade of catastrophes with a comical blend of stoicism, resignation, despair and occasional hysteria. It all goes to show that there's no more entertaining spectacle than someone having a really bad time.

Douglas is in fine form as the curmudge

## Language of the sea in rural England

**T**HREE can be little doubt that RAF Cranwell was very much a Naval establishment at its inception.

Personnel took "runs ashore" to Sleaford or Lincoln in a "liberty boat" – actually a charabanc – keeping watch for shore patrols.

The establishment was often known as HMS Daedalus, but records indicate that the title was never officially adopted.

Confusion arises from the fact that Daedalus was the name of Cranwell's depot ship and administrative support centre, little more than a hulk moored at Chatham.

But the RAF College badge carried on the link by featuring the mythical figure of Daedalus, and the new officers' mess, used by both RAF and RN trainee pilots, has also taken the name.

Little of the original Cranwell establishment survives today.

Some original hangars still stand, and 1916-vintage mess and accommodation blocks were still in use after the Second World War.

But the distinctive College Hall was not completed until 1933, 13 years after Cranwell became the Royal Air Force College.

Today's mix of RAF and RN students, using Cranwell as a base for training at nearby airfields, recalls the days of April 1918, when the RAF was created from the RNAS and Royal Flying Corps; days when the Lincolnshire base was home to both dark blue and light blue uniforms.



● King George V inspects an aeroplane at Cranwell in 1918. The King noted in his diary that "unfortunately it was misty and foggy and so we could not see any flying." Pictures: RAF College Library, Cranwell.

# Cranwell established to nurture RN pilots

**C**RANWELL lies at the heart of the Royal Air Force – but it is also the cradle of Royal Navy aviation, and a satellite airfield still fulfils a similar role today.

The first Royal Naval Air Service (RNAS) personnel arrived at the newly-created training base in December 1915, the first of hundreds who would be taught to fly aeroplanes, balloons and airships.

Up to that point pilot training had been carried out at a number of schools, such as Chingford or Redcar, and at civilian schools, but standardisation was a problem.

From April 1, 1916, all newly-entered officers went to Crystal Palace for basic disciplinary and technical preliminary training, then on to a school for preliminary flying training.

All except seaplane pilots then went to Cranwell for advanced training – but no pilot graduated without passing exams at Cranwell, in subjects such as navigation, gunnery and wireless telegraphy.

Airship pilots did their initial training at Wormwood Scrubs before attending Cranwell.

By  
Mike Gray



● The first Cranwell "liberty boat", pictured with a load of Wrens from HMS Daedalus in 1917. The vehicle could take up to 65 people in rush hour, visiting Sleaford and Caythorpe.

The first aircraft to land at Cranwell was a BE2c, in January 1916, and the first course featured four students, although that figure had reached almost 100 by the end of the year – a necessary acceleration, given the initial RNAS requirement of an average of ten new pilots a week, a target which was soon inflated beyond Cranwell's capacity.

It is estimated that more than 2,000 RN pilots were trained at Cranwell before the fledgling RAF took over on April 1, 1918.

Training at Cranwell was organised into two distinct wings, Heavier-than-Air and Lighter-than-Air.

The Heavier-than-Air Wing had around 100 aircraft by mid-war, with beginners tackling the Maurice Farman, before progressing to the Avro 504, BE2c then Bristol Scout.

Fatal accidents were not uncommon, the first, in September 1916, resulting in one death when two Scout aircraft collided in a cloud.

By November 1918, 57 men had died in Cranwell accidents.

The Lighter-than-Air Wing was not nearly so productive, a total of 75 airship pilots graduating from Cranwell by the end of the war.

Airship training was comparatively safe, with just one fatal accident in the summer of 1917, when an upcurrent of air dragged SS39 out of the hands of her handling party – with the exception of an officer, who hung on to his rope and fell to his death from 500ft before the airship came down two miles away.

A sister airship, SS31, came a cropper two weeks earlier, when a gust of wind folded it around the corner of a shed. As it started to drift, a crewman stepped out – whereupon the craft, now several stone

lighter, ascended rapidly.

The Officer of the Watch sent a ladder, to rescue the man, and the Master at Arms, to arrest him for leaving his post without permission.

There was a healthy strand of humour in the Wing, reflected in a list of definitions in *The Piloteer* magazine in 1916: "Map: A large piece of paper with complicated arrangements of lines and names, the alleged purpose of which is to enable aviators to find their way across country. A better and much surer way is to descend every five miles and ask the nearest rustic".

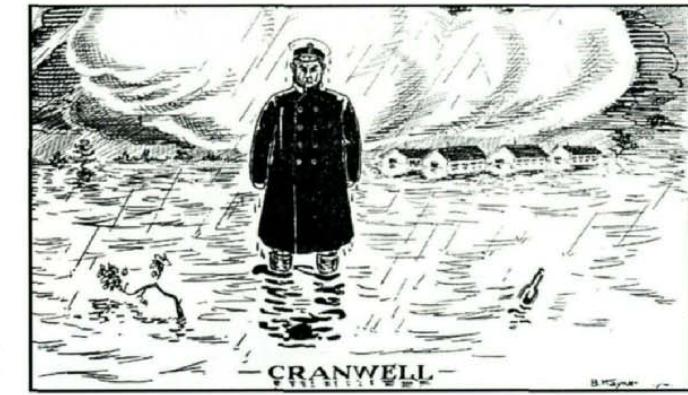
Cranwell enjoyed royal attention from its earliest days.

King George V and Queen Mary had been visiting Army ranges when they dropped in dur-

In the coming months **Navy News** will look at how Navy pilots are trained, from first flights to taking control of a helicopter or Sea Harrier.



● Formation flying at Cranwell circa 1916.



● A jaundiced view of the kind of weather experienced at the Royal Naval Air Service's home base in 1916.



● An airship from Cranwell which came down in a village some 30 miles from its home base. Training to fly airships was generally a much safer option than that in the Heavier-than-Air Wing.

# Sun sets on Newcastle's plum berth

THIS IS the last sight of a major warship at one of Britain's best-loved berths in the Royal Navy.

The sad honour passed to HMS Richmond, acting as flagship for Flag Officer Scotland, Northern England and Northern Ireland, Rear Admiral Derek Anthony, making his first visit to Newcastle.

Work on a new pedestrian bridge across the Tyne has begun – and the new link is too low to allow major warships to get to the Quayside berth.

Now the Ministry of Defence is in discussions with local authorities in the North East over the provision of a refurbished berth downstream of the new bridge, allowing sailors to continue to enjoy the traditional city welcome at what is regarded as one of the best runs ashore.

The next suitable berth would be the Tyne Commission Quay at North Shields – several miles from the city centre.

The £18.5 million Gateshead Millennium Bridge, an arch 45 metres high, spanning 105m across the Tyne, will link the Quayside area with proposed developments of Gateshead Quays. It is partly funded by Lottery cash.

Small craft will be able to pass underneath the bridge, but to allow larger vessels through, the structure will pivot and tilt, like a giant eyelid closing.

That will only give a navigational clearance of 25m – and a warship such as HMS Richmond, a Type 23 frigate which was built on the Tyne at Wallsend, requires almost 29.

While at Newcastle, with minehunter HMS Hurworth, Richmond sent sailors to her affiliated town of Richmond in North Yorkshire, where sports fixtures were organised.

Students, cadets and Reservists from the town called on the frigate, which attracted 3,500 visitors in the four hours she was open to visitors.

*Picture: LA(PHOT) Nigel Stevenson*



Pay-outs for Far East POWs and many Service widows

# BRITISH LEGION'S DOUBLE VICTORY

TWO CAMPAIGNS supported by the Royal British Legion have scored successes.

They came with the announcements by the Government that £10,000 will be awarded to members of British groups who were prisoners of the Japanese, and that Service widows who have remarried will have their pensions restored.

The single, ex-gratia payment of £10,000 will go to surviving members of the Armed Forces and Merchant Navy who endured Japanese prison camps, and civilians who were interned.

Certain former military personnel in the colonial forces, in the Indian Army and the Burmese armed forces who received compensation in the 1950s under UK auspices will also be eligible.

Widows or widowers of people who would have been entitled to the payment had they lived will also receive £10,000.

The decision arose from a review which the Prime Minister initiated following a meeting with the Secretary General of the Royal British Legion, Ian Townsend, last April. The payments will be administered by the War Pensions Agency which is part of the Department of Social Security.

The Ministry of Defence also announced that Service widows and widowers will be able to keep their Armed Forces attributable pensions should they remarry or begin to co-habit.

The occupational pension scheme was introduced in 1973 for the spouses of personnel whose deaths were attributable to their service, but up to now the widows or widowers – numbering an estimated 2,500 – could not keep the pension on remarriage.

The scheme does not apply to non-attributable Service spouses.

The Royal British Legion has welcomed both the award to the former POWs and the rethink on widows pensions. Ian Townsend said: "This is a very satisfactory end to what has been a long struggle by the Far East POWs for recognition of what they went through while in captivity."

"Now the Legion will do all in its power to ensure that all those eligible make their claim for payment of the gratuity and that it is

paid as quickly as possible."

On the pensions issue, Legion spokesman Tom House said the move had delighted the RBL, but that there were still other pensions issues over which the Legion would continue to campaign.

Among them was the fact that spouses who had married ex-Service people before 1978 were not entitled to any of the attributable pension on the death of their partner, whereas those who had

married in similar circumstances after that date were.

The Legion is also urging ex-Service people to check their entitlement to war disablement or war widows pension.

The RBL says that many eligible people wrongly believe that, to claim, war service is necessary, that there is a time limit on making a claim, or that they can only claim for physical, and not psychological disabilities.



HMS Glasgow joins in city's homage to the war dead

SAILORS from HMS Glasgow, and the Royal Marines Band Scotland, played a leading part at the Remembrance Day parade before Glasgow's war memorial.

The commemoration came on the Type 42 destroyer's first visit to her namesake community in two years. Events during her five-day stay included sporting and social meetings and visits to the ship's adopted charities, particularly to the children's ward at Yorkhill Hospital and to Kelburne School.

Sea Cadets, Scouts and hundreds of local children toured the Glasgow whose ship's company arranged a pirates' party for a group of them.

*Picture: LA(PHOT) Phil Waring*



## That Nelson touch at Gt Yarmouth

NELSON returns – or rather the living image of him – to a rapturous welcome at Great Yarmouth.

Re-enacting the Admiral's arrival in his home county after his great victories at Cape St Vincent and the Nile is actor Piers Houlin. Nelson's return – after years at sea – is still celebrated in the Norfolk sea town, and this year was the 200th anniversary of the event.

Modern minehunter HMS Hurworth escorted into harbour the replica 18th century warship Grand Turk, the visual impact of the old and new striking a chord with the watching crowds.

The Hurworth and the Grand Turk – the ship used in ITV's *Hornblower* series – were open to visitors for the

weekend of events on November 5-6.

The minehunter has been on fishery protection duties since March, but managed to call on her affiliated town, where the ship's company took part in a special quiz evening.

The townsfolk handed over a food processor for the galley, and the ship reciprocated with a cheque for £100 towards a new archway for the local church, and a £200 cheque for the Rockliffe Court disablement centre, Hurworth's adopted charity.

Members of the ship's company forged new links with Premiership football club Middlesbrough, visiting the impressive training facility at Hurworth and their BT Cellnet stadium.

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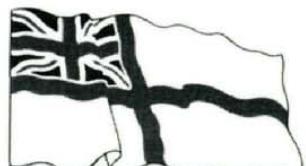
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**Mrs Joyce Ashton:** On behalf of the Fleet Air Arm Museum, the surviving relatives of Mrs Ashton are invited to an unveiling ceremony at the museum. The museum will display the "Ashton Wings", presented to Mrs Ashton in recognition of her work as organiser of the United Services Hospitality, Ceylon.

**HMVND Wishaw, 1946:** Can anyone say what HMVND Wishaw was? Is it inscribed on a 10-in brass bell. Contact Mike Critchley on 01579 343663 or email: [marbooks@aol.com](mailto:marbooks@aol.com)

**HMS Meadford 1914-18:** Does anyone know of this vessel, or of Engineer Edric Hugh Claxton, reported killed in action on board? Contact Les Oakley, 47c, Picwillow Road, Ely CB7 4QR; tel: 01353 662931.

**WWII Gas Masks:** Mr R. Stelfox and a neighbour served in the Navy; Mr Stelfox says his mask had a long tube, his neighbour says they were short and fitted on the chest. Who is right? Contact Mr Stelfox, 196, Northgate, Aldridge, West Midlands, WS9 8JT.

**HMS Plymouth, Falklands 1982:** The Warship Trust tells Clive Rogers that the ship had green decks, others tell him they were sea-grey. If you know, contact Clive at 13, Coachwood CRT, Murrumba Downs, Brisbane, Queensland, Australia 4503, or email: [chriss@mpx.com.au](mailto:chriss@mpx.com.au)

**Looking for Michael Wood:** a misplaced relative, believed to be a CPO or similar in RN submarines during the late 1950s and early 1960s. Contact William M. Stewart, 15, Barnhill Road, Kirkintilloch, Glasgow, G66 3PW; email: [wms59@usa.net](mailto:wms59@usa.net)

**Evacuation from France, June 22, 1940:** Was anyone present at the embarkation at Le Verdon, Gironde estuary? Jan Walentowicz was in the Polish Forces Units who embarked in three RN ships on June 22, arriving at Liverpool on June 25. If anyone recalls the event, or the names of the ships, contact Jan at "Swallows", Old Church Rd, East Hanningfield, Chelmsford, CM3 8BG.

**Normandy RN/RM Memorial:** A 30-minute video of the ceremony is available from Mr E. Lane, 20, High St, Meppershall, Beds SG17 5LX. He will send a copy on receipt of a cheque or postal order for £6 (inc p+p), payable to E. Lane.

**Vernon Kenneth George Duffield, ex-CPO:** Alan Duffield seeks a photo of his father, whom he had not seen since 1958, and who died last December. Among others, he served in the following ships: Ganges, Pembroke, Ramillies, Valiant, Cardiff, Marshal Soutt, Frobisher, Devonshire, Calypso, Nile, Resource, Grebe, Stag, Shrapnel, Orwell, Wolverton, Badger, Ceres, Manxman and Superb from 1933-60. Contact Alan J. Duffield, 1, Tennyson Rd, Chelmsford CM1 4HZ; tel: 01245 353386, email: [pamalan@tesco.net](mailto:pamalan@tesco.net)

**HMS Bulwark 1956-59, commissioning book with Suez supplement:** Fred Chesher seeks a copy of this book. He loaned his copy to a shipmate, but never got it back. Please contact Fred on 0115 972 3201.

**Edward Garrod:** Mrs Maureen Mansen seeks info on her grandfather, the skipper of HMT Clifton, lost to a mine off the Daunt light vessel, between Kinsale and Cork. If you have info or photos, contact her at 21, North Lane, Marks Tey, Colchester CO6 1EG.

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**HMS Ark Royal 1972-73:** Paul Carter seeks a film called *The Iron Village*, made

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**Normandy RN/RM Memorial:** A 30-minute video of the ceremony is available from Mr E. Lane, 20, High St, Meppershall, Beds SG17 5LX. He will send a copy on receipt of a cheque or postal order for £6 (inc p+p), payable to E. Lane.

**Vernon Kenneth George Duffield, ex-CPO:** Alan Duffield seeks a photo of his father, whom he had not seen since 1958, and who died last December. Among others, he served in the following ships: Ganges, Pembroke, Ramillies, Valiant, Cardiff, Marshal Soutt, Frobisher, Devonshire, Calypso, Nile, Resource, Grebe, Stag, Shrapnel, Orwell, Wolverton, Badger, Ceres, Manxman and Superb from 1933-60. Contact Alan J. Duffield, 1, Tennyson Rd, Chelmsford CM1 4HZ; tel: 01245 353386, email: [pamalan@tesco.net](mailto:pamalan@tesco.net)

**HMS Bulwark 1956-59, commissioning book with Suez supplement:** Fred Chesher seeks a copy of this book. He loaned his copy to a shipmate, but never got it back. Please contact Fred on 0115 972 3201.

**Edward Garrod:** Mrs Maureen Mansen seeks info on her grandfather, the skipper of HMT Clifton, lost to a mine off the Daunt light vessel, between Kinsale and Cork. If you have info or photos, contact her at 21, North Lane, Marks Tey, Colchester CO6 1EG.

**All RN ships:** Collector of ships' crests and photos from Christmas cards and similar has collection dating to 1914, though very few since 1971. He wants to hear from anyone with crests or photos to spare. Contact James Cutler on 01488 658321.

**HMS Bacchante, 1876-97:** The grandchildren of Joseph Faller are looking for info and pictures of this ship. Joseph was in the ship's company when two grandsons of a sovereign served aboard. Contact Jack Gale, 21, Limekilns Street, Faifley, Clydebank G81 5HN; tel: 01389 381101.

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**Normandy RN/R**

# Nuclear safety management under review

**NUCLEAR** safety in the Ministry of Defence is being reviewed by a study group set up with the agreement of Defence Secretary Geoff Hoon.

Sponsored by the Director General (Security and Safety), the group is due to report early next year and make recommendations for economic, efficient and effective management systems to ensure the safety of MOD's nuclear assets through life.

It is taking into account a range of issues, including current and emerging standards, codes of practice, MOD's duty of care to employees and the public and the need to harmonise processes, build on best practice, minimise bureaucracy and have a robust approach to future organisational change.

The study is looking, among other things, at storage, transport and processing, decommissioning and disposal, current separation of responsibilities and nuclear accident response plans.

It is under the direction of a Nuclear Safety Steering Panel at two-star level, including Rear Admirals Brian Perowne (Chief Executive of the Naval Bases Supply Agency), Rees Ward (Equipment Capability), Robert Stevens (Flag Officer Submarines) and F. P. Scourse (Naval Weapons Security and Safety).

The study itself is being conducted by a working group including four RN captains specialising respectively in reactors, weapons, logistics and ordnance support.

Details are in General Defence Council Instruction 237/00.

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Since the abolition last year of one of the cornerstones of MSM selection – the character

and efficiency assessment – the content of the citation now has added significance, with the need for expansive comments which will include a diverse range of attributes and out-of-the-ordinary contributions.

The Navy's view is that they will tend to catch the eye more

than the run-of-the-mill "long service, dedicated, hard-working, good egg" type of comments. A new, simplified form for all nominations is to be used for the MSM list of June next year.

Details are published in RN Defence Council Instruction 144/00.

WITH 25 years' service behind them, the Clovelly-class fleet tenders Hambleton and Lamlash pay off at Portsmouth, to be replaced by the catamaran craft flanking them, the Newhaven (to starboard) and the Nutbourne.

The two older vessels are

among the last of a once-numerous class which until 1996 were operated by the Royal Maritime Auxiliary Service. Operation of most of the fleet of black-and-buff auxiliaries is now in the hands of private contractors SERCO-Denholm.

Picture: LA(PHOT) Dave Hunt

## Changes in selection for MSM

CITATIONS for Meritorious Service Medals for ratings have been revised to ensure that "the most compelling candidates" are chosen for awards, the Naval Secretary's department has announced.

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## Pay-off time for the Clovellys

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## Motoring with Glynn Williams

### X-Type set to double sales for Jaguar

JAGUAR has unveiled its new sporting baby – the X-Type, an all-wheel-drive, compact sports saloon to rival the BMW 3 Series.

Smaller and more affordable than the top-selling S-Type, the four-door X-Type will go on sale next summer in direct competition with the likes of the BMW, Mercedes C class and Audi A4, and is expected to double Jaguar's soaring, global sales.

Just like the Audi A4 Quattro, the new saloon will have permanent four-wheel drive as standard – a first for Jaguar.

That should ensure nimble sports driving dynamics and safe handling. Remembering that Jaguar is part of the Ford stable, which has produced all-wheel-drive top performers under the Cosworth badge for years, this advance should add to the attraction.

Performance will be helped by installing a V6 engine of either 2.5 or 3 litres – both derived from the power-plant proven in the S-Type, which is priced from £26,700. Obviously, the success of the Subaru Impreza Turbo AWD, now relaunched at around £21,000, will have a bearing on pricing.

The mechanics are wrapped in a body that shows strong similarities to the S-Type, with powerful haunch but flatter bonnet and boot more identifiable with the XJ series.

The twin elliptical headlights with the stretched Jaguar grill – rather than the S-Type's retro oval – complete the up-market looks. Interiors will feature the traditionally lavish Jaguar wood and leather trimmings with a hi-tech central display housing – among other things – satellite navigation.

Designed and developed at Jaguar's plant in Coventry, the X-Type will be produced at Halewood on Merseyside. The new plant is undergoing major redevelopment in preparation for the start of full-scale production in the first quarter of next year.

The new car will go on sale in Britain and the rest of Europe in the middle of next year – when prices will be announced – with other markets launching during the second half of the year.

As the fourth model in Jaguar's expanding line-up, the X-Type has been designed to attract a new, younger generation of customers to the marque – and more females.

Jonathan Browning, Jaguar's managing director, said the X-Type as the smallest and most affordable model in the range challenges existing perceptions about Jaguar.

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# Ace modeller Peter reaches his goal with Cumberland

**CONSTRUCTION** of a painstakingly detailed model of the County-class cruiser HMS Cumberland has been a 15-month labour of love for Camberley member Peter Williams.

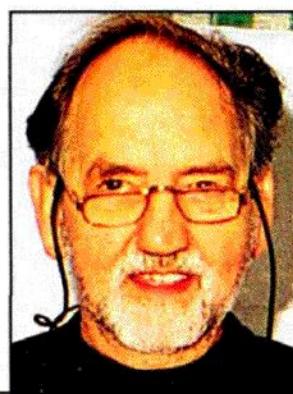
In our March issue we reported that Peter had won a top prize for his 1/96 scale model of the current HMS Cumberland at a prestigious competition at Great Yarmouth.

At that time he told us that his main ambition was to complete a similarly scaled model of the old Cumberland, a ship in which he served during her last year as a trials vessel in the 1950s.

Peter told *Navy News*: "I took the model to the Great Yarmouth International Marine Model Exhibition on October 7-8, and although she was not quite finished she was awarded third place in the naval vessels category."

The deck planking has been made from individual, scale planks, and the superstructure from 1.5mm ply and plaster card. There are over 200 stanchions, drilled and height set, and 0.4mm wire handrails threaded.

The model is painted light grey, representing the cruiser just before she was given a



Shipmate Peter Williams and a picture that shows the detailed work he put into modelling his old ship - HMS Cumberland.

camouflage finish.

Now Peter is turning his attention to a larger-scale model of the Bangor-class minesweeper HMS Llandudno. He would like to talk to anyone who served in ships of the class and he can be contacted at 18 Station Road, Frimley, Camberley, Surrey GU16 5HF (01276 61669).



**WINNER** of our competition in the September issue is Mr R. Gowans of Carnoustie, Tayside. He won £30 by correctly identifying the destroyer HMS Javelin alongside in Devonport after having her bows and stern blown off by torpedoes from German destroyers in the Channel in November 1940.

Another £30 is offered for the first winning entry, picked at random, which identifies this vessel - and the name she had before October 1944.

Complete the coupon and send it to Mystery Picture, *Navy News*, HMS Nelson, Portsmouth PO1 3HT. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is January 15. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our February edition. The competition is not open to *Navy News* employees or their families.

## PICTURE PUZZLE

### MYSTERY PICTURE 70

Name .....

Address .....

.....

My answer .....

# Royal Naval

## Mystery rumours over club closure denied by branch

PUZZLING rumours that Mitcham, Morden & Wimbledon branch's club is to close is proving a persistent irritant for branch members.

Branch officers are receiving phonecalls from other branches and clubs inquiring as to the reason for the Mitcham club's demise.

Now branch secretary, Shipmate Alec Wingrave, wants to set the record straight: "We have been unable to trace the source of these rumours," he said. "Far from closing, the club has just been internally decorated by a local builder and decorator.

"The 160 branch and ship's

plaques, models and other memorabilia have been cleaned, refurbished and replaced by a team of keen members. Membership is in excess of 100 and branch and club are in a healthy financial position."

Visits by other clubs are welcome and dates can be arranged through the social secretary, Shipmate Fred Ticehurst, Colwood Gardens, Colliers Wood, London SW19 2DT (0208 540 0066).

## 'First woman chaplain' claim under dispute

THE CLAIM by Leighton Linslade branch (*Navy News*, November) to have the first woman chaplain to serve the RNA has been challenged - by three branches.

Shipmate T. P. Healy, secretary of Greenwich tells us that his branch has had a woman chaplain - the Rev Frances Neale - for three years.

Beccles branch appointed the Rev. Yvonne Irving - one of

the first women to be ordained - as branch chaplain as far back as 1996. Sadly, Yvonne died in an accident while on holiday in Kenya soon after.

So far, Kingston upon Thames seems to have the earliest claim - their Rev Alexandra Mills was appointed in June 1995, and last year received a Certificate of Appreciation for her services.

## Around the Branches

### Rochdale

A three-course meal and a pint of bitter for a fiver was the deal branch secretary Shipmate Geoff Kimber - an ex-L/Sig - offered members when he invited them to his favourite pub at Bacup near his home. He told them the Olde Killick Bunting had a beamed ceiling, an open fire and a landlord not averse to a late taste".

On arrival by coach they found the "pub" was at the bottom of Geoff's garden - with an open fire and a beam holding up the roof. The tot was dispensed by the landlord from a milk churn inscribed 'The Queen God Bless Her' and was followed by a delicious meal prepared by the landlord's wife.

The late taste lasted until dusk, and the takings of £130 went to Pembroke House and the Merchant Navy memorial in Malta.

### Dorchester

Twenty-six standards and 100 shipmates from branches as far afield as South Harrow and Wigston took part in the parade and service to dedicate the new standard of Dorchester branch, the youngest branch in No 4 Area. The salute was taken by Rear Admiral G. Pritchard, accompanied by the Mayor of Dorchester.

Refreshments were provided at the Trinity Club where the Area quarterly meeting had been held the previous day.

### Princes Risborough

Six names omitted from the town's war memorial were inscribed in time for this year's remembrance service, thanks to research by Shipmate Charles Cannings, branch secretary and welfare adviser for No 6 Area.

The names included ex-Navy men Patrick Carmody and Stanley Pocock who died in World War II.

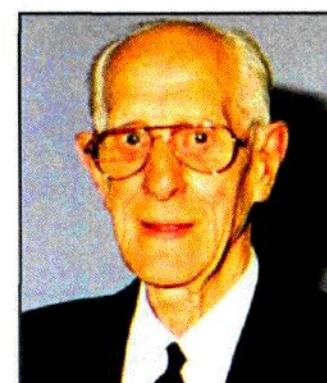
The research, helped along by the Commonwealth War Graves Commission, brought a special reward for Charles as it enabled him to contact the son of Patrick Carmody and the daughter of Stanley Pocock.

### Paddock Wood

Pouring rain did not deter 200 shipmates from branches throughout No 2 Area from attending a service and parade to mark the tenth anniversary of the branch.

To music by Tunbridge Wells Sea Cadet band they marched to St

Andrew's Church where the Rev Chris Dobson blessed the branch standard and conducted the service. Last Post and Reveille were sounded by cadet buglers.



SHIPMATE Jack Skinner, retiring after many years as Maidstone branch's welfare officer, was presented with an RNA Certificate of Appreciation by the Mayor, Cllr Dan Daley, at the branch's Harvest Thanksgiving. Also present were members of Gravesend and Isle of Sheppey branches.

## In Brief

TO MARK its 20th anniversary, Yeovil branch held a cheese and wine party at which a birthday cake provided by the chairman's wife, Shipmate Chris Kime, was cut by Vera Farge, wife of the late president. Each member and guest received an engraved glass containing either a tot of rum or wine.

MEMBERS of Leicester enjoyed the hospitality of shipmates from Birkenhead, Liverpool and Wallasey when they attended the dedication of the standard of the Maritime Association.

AT A HARVEST thanksgiving at St Augustine's Church, members of Bexhill-on-Sea branch were introduced to the Chaplain of the Fleet, the Ven Simon Golding.

DAGENHAM branch has awarded life membership to Shipmates Nobby Norrington and Jim Pounder (vice chairman).

AT A FAMILY day in the village of Bradley, members of Skipton ran a lucky dip for children and a tombola which raised £120 for branch funds.

The rain had stopped when it came to the parade, the salute being taken by Commodore F. D. Patterson RNR. At a reception commemorative badges were presented to the standard bearers.

### Herne Bay

Despite a drop in membership the branch is going strong and held a successful dinner dance attended by shipmates from Sidcup and Pembroke House. During the evening the guest of honour, Shipmate Jack Harris, chairman of No 2 Area, presented awards of life membership to founder members Shipmates David Gibbs (president) and Peter Hoare (treasurer). Both have served the branch for 17 years.

### Royal Leamington Spa

The refurbished games room at Riverside, the branch HQ and club - with a £1,200 skittle alley donated by members - was opened by Cllr Joe Short, Chairman of Warwick District Council.

The occasion coincided with a reunion of the HMS Theseus Association and a big-band night at which 270 members and friends danced.

FOR promoting the RNA in all walks of life, Shipmate Jack Mason, ex-RM, has been awarded the George Pascoe Trophy at a social event held by Bodmin branch to mark its 16th anniversary.

RHONDDA branch has honoured its branch secretary, Shipmate Roger Atkinson, with life membership.

A STREET collection by members of Wigston raised almost £1,200 for Naval charities. Members of the branch visited Devonport where they attended the dedication of Newark's standard.

FORMER members of the WRNS who had served at Lowestoft joined veterans of the RN Patrol Service and of the RNA for an impressive parade to mark the 25th reunion of the RNPS Association. The salute at the event, attended by veterans from as far afield as Canada and the USA, was taken by the association's president, Cdr G. Titmus.

# Association



# How they celebrated Nelson's great victory

GUESTS of honour at York branch's "biggest and best formal dinner party ever" to mark Trafalgar Night was Association President, Vice Admiral Sir Roy Newman, and Commodore Paul Sutermeister RN (retd), president of No 11 Area. Guest speaker was Col David Shallow RM, president of the city's RMA branch.

During the event, branch president Cdr David Boag presented each of the distinguished guests with an engraved Trafalgar Millennium whisky glass and a specially bound book of World War II poems written by branch member Shipmate Bernard Hallas. To each of their ladies he presented an engraved crystal sherry glass.

Runcorn branch with their standard took part in the Trafalgar Sunday

parade and service at Llandudno.

Principal guests at City of Ely's Trafalgar Night Ball were the Mayor, Mayoress and the council chairman.

The Commanding Officer of the minehunter HMS Cottesmore, Lt Andrew Percival, was guest at Market Harborough's dinner. He presented life membership certificates to the branch chairman, Shipmate Jim O'Brien, and the treasurer, Shipmate Jim Oliver.

Over 40 members and guests attended Dartmouth branch's dinner at which the main speaker was Lt Cdr Paul Readie. Also present with his wife, Lyn, was RM Band Director Maj Philip Watson RM.

The Randall Phillips Trophy, awarded to the person considered to have done

most to enhance the Association over the past 12 months, was presented to Shipmate Charlie Pitts for the second time running.

The presentation of life membership to No 8 Area social secretary Shipmate Stu Reynolds formed the climax of the parade hosted by West Bromwich branch. More than 130 shipmates also witnessed the award of Certificates of Appreciation to two of the branch's ladies - M. Basford and B. Cox.

Author of *The Secret Flotillas*, former RNVR officer Sir Brooks Richards, was among the 41 shipmates at Blandford's celebration. Sir Brooks wrote the account from personal experience of the landing of secret agents on the coast of occupied France and North Africa. Also attending Blandford's event was the Chairman of RN Museums, Vice Admiral Sir Barry Wilson.

Ninety-five members attended Swindon's ball where the toast to the Immortal Memory was proposed by Rear Admiral Nicholas Wilkinson, and the toast to the branch was offered by Maj Gen Mike Swindells, president of Swindon & District branch of the Korean War Veterans Association.

Guest of honour at Hartlepool's event was the Mayor, Cllr Frank Rogers, a former member of the RN. Fifty members gathered for Liss & District's first Trafalgar Night dinner, guests of honour being Rear Admiral Cook and Shipmate Rita Lock, National Council member.

The next day the branch was represented by Area standard bearer Shipmate Simon Sillence and branch bearer Shipmate Eric Hartley, at a Trafalgar Day service and parade held by Waterlooville branch.

A traditional tot and roast-beef dinner was served to 108 shipmates and friends at a combined celebration by Littlehampton and Worthing branches. Guest of honour was Rear Admiral R. O. Irwin.

Carshalton members joined those of Mitcham, Morden & Wimbledon for a gala dinner dance at which Capt Paddy Vincent and Mrs Vincent were guests of honour. A dinner dance was also the choice of Wigston branch which had as its guest of honour Vice Admiral Sir David Dobson.

# Town rekindles the fame of its Trafalgar hero

ON THE 195th anniversary of the Battle of Trafalgar a town far from the sea has staged an impressive ceremony to honour one of its most notable sons - the navigator of the frigate which first sighted the enemy fleet.

Market Drayton in Shropshire was home to William Wilkinson, who under Capt Prowse was Master of HMS Sirius.

In the days before the battle the frigate was nearest the coast of Spain at the end of a 50-mile picket line designed to forewarn of the Franco-Spanish fleet putting to sea from Cadiz.

Two days before the battle, Sirius signalled "that the enemy have their topsail-yards hoisted" which gave Nelson ample warning and ensured the ship a place in the history of the Royal Navy's greatest victory.

Wilkinson survived the battle

and in 1810 left the Navy in the rank of Captain, after which he was King's Harbour Master of Deptford Dockyard - where the Sirius had been built - until his retirement in 1833. He lived on for another 24 years, dying at the age of 74 in Birkenhead while living with a son.

The whereabouts of his grave was unknown until a recently discovered letter, written by him in a shaky hand as he lay dying, asks that he should be buried at Market Drayton.

Though there is no surviving gravestone, new research into burial records has confirmed that he

was interred at St Mary's churchyard in Market Drayton.

The move to honour the old seafarer was begun as a Millennium project by ex-Navy man and town councillor Barry Brookes who served in HMS Brilliant during the Falklands War.

As a result of the planning, an oak tree was delivered to Market Drayton by an aircraft from the helicopter training school at RAF Shawbury and planted on Trafalgar Day on Towers Lawn. It is accompanied by a brass plaque mounted on wood from HMS Victory.

And not far from the house in which Wilkinson lived, a White Ensign - worn by the Leander-class frigate HMS Sirius while she was on Falklands patrol - was hoisted with ceremony.

Those present included members of Shrewsbury branch of the RNA, and members of the Nelson Society, the Royal British Legion, the Royal Marines Association, the Royal Navy and Royal Marines. They included Lt Cdr Peter Moss, from the Naval Regional Office, and WO Norman Hall RM.

Also present were the Mayor of Market Drayton, Cllr Gary Groves, and the great great grandson of William Wilkinson, John Upton, who for the first time in public read a letter from his ancestor written soon after the battle.

In it, Wilkinson recounts Nelson's death and describes how "the villain" who shot the Admiral from the tops of the French ship of the line Redoutable was killed with the others who were sniping from those positions. In contrast, he also relates how cordial were relations between the British and their



• John Upton unveils a plaque accompanying an oak tree planted in Market Drayton to honour his ancestor, Capt William Wilkinson, Master of the first ship to sight the enemy before Trafalgar. With Mr Upton is Lt Cdr Peter Moss of the Naval Regional Officer's staff.

Picture: Shropshire Star

## Annette's medal pride

BODMIN branch secretary, CPO Annette Furniss, has received the Volunteer Reserve Service Medal (VRSM) and clasp from the Flag Officer Sea Training, Rear Admiral Alexander Backus. The medal replaced the Long Service and Good Conduct award, for 15 years service in the Reserves, in April.

Annette and her husband, CPO Trevor Furniss, serve in HMS Raleigh and make a valuable contribution to Bodmin branch. Her father, ex-CPO Mike Frost, is branch chairman and her mother, Shipmate Isobel, is on the social committee.



## Naval Quirks

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## Pensions and divorce

IN OUR Moneywise article in the November edition of *Navy News* the changes in the law over how divorce affects pensions were laid out.

However, we wish to make it clear that in two respects the situation of Service people differs from that outlined in that article.

In the first place, it is incorrect to say that a Service person who is dismissed or leaves voluntarily before completing their engagement will probably lose most, if not all, of their terminal grant.

The grant is linked to the pension and is therefore subject to the rules of the Armed Forces Pension Scheme on forfeiture. These state

that if a rating or officer is dismissed for misconduct, or if an officer applies for premature voluntary release, their pension will be based on a lower rate, rather than the standard rate of pension applicable for normal discharges.

Also, a court can only order commutation to the extent that the Service person is permitted to commute under the rules of the Armed Forces Pension Scheme. Therefore a rating could not be required to commute under life commutation because such commutation is only allowed for a project that is to their distinct and permanent advantage. Commutation to meet an earmarking order would not fit within that rule.

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# Berkeley's race to save sinking fishing boat



# TRAPPED MAN PLUCKED FROM FLOODED HOME BY SEA KING

## High fliers in safety

THE NAVY's safest ship when it comes to flying is HMS Campbeltown. The Type 22 frigate has won the Wigley Trophy presented annually for aviation safety. It was received (below) by the ship's Commanding Officer, Capt Timothy Harris, from Flag Officer Training, Rear Admiral Alexander Backus. He visited while the ship was undergoing maintenance at Devonport. He also presented the Lady Fitch Trophy to CPO(M) Buster Brown for actions benefiting the ship's company.

AS AUTUMN storms and floods swept through the West Country, Royal Navy helicopters were scrambled to help in relief operations - including the dramatic rescue of a 60-year-old man from his flooded home.

He had become trapped on the upper floor of his house at Weirhead, near Gunnislake in Cornwall, when the River Tamar burst its banks. As the flood level rose rapidly to the ceiling downstairs he called for help from a window.

The fast-flowing water made it too treacherous for the fire brigade to rescue him by boat - so at their request a Sea King search and rescue helicopter was scrambled by 771 Squadron from RN air station Culdrose.

As pilot Lt Will Robley hovered above the house, LACMN(D) Marcus Wigful was lowered by winch to pluck the stranded man to

safety from an upstairs window. He was landed in safety and checked by medics in a waiting ambulance, but physically was none the worse for his experience.

The three other crew members of the Sea King were Lt Mark Coupland (captain of the aircraft), Lt Roger Brook (observer) and POACMN Joe Gee who operated the winch.

Further east, RN air station Yeovilton also helped by answering a request from Somerset and Avon Police to launch a Sea King to reconnoitre the area so that a better idea could be gained of the extent of the flooding and its effects on the road network.



HMS Berkeley rescues the fishing vessel Bears Watching after her rubber inflatable boat had raced to the craft to prevent her from sinking off Torbay. Also in the picture is the Brixham lifeboat which towed the 26ft fishing boat into harbour.

Berkeley, a member of the Navy's Fishery Protection Squadron, was alerted to the plight of Bears Watching and sent the ship's First Lieutenant, Lt Jason Mullen - a damage control expert - and MEM Pete Salkeld in the inflatable.

When they got aboard the stricken craft they bailed her out and discovered a leaking cooling pipe which was letting in seawater and would have sunk the vessel.

Berkeley's Commanding Officer, Lt Cdr Richard Bowbrick said: "We are always very pleased to assist fellow seamen in trouble - it's all part of the job of the Fishery Protection Squadron. I'm very glad we arrived in time to avert a tragedy."

## Shackleton's boat goes on show at new exhibition

THE FIRST exhibition in Britain to be devoted wholly to Sir Ernest Shackleton has been opened in London by the explorer's granddaughter, the Hon Alexandra Shackleton.

Titled *Shackleton - The Antarctic and Endurance*, the exhibition will be at Dulwich College, Shackleton's old school, until February 21.

Among the exhibits is the James Caird, the 22ft boat in which, through the worst winter waters in the world, he made his epic, 800-mile journey to South Georgia after his ship Endurance had been crushed by ice.

A large amount of memorabilia is on show, including paintings, photographs, artefacts, documents, books, models and medals.

The Queen has loaned a flag, an East End church has loaned a crow's nest from Shackleton's ship the Quest, and a collector has contributed the last pages of the explorer's diary written the night he died of a heart attack in 1922.

The exhibition is sponsored by auctioneers Christie's and profits will go to a Shackleton Bursary for deserving pupils at the college, and to benefit the Falkland Islands.

The exhibition is open daily from 10am to 6pm but will be closed Mondays except New Year's Day.



# NoticeBoard



## Appointments

**Admiral Sir Nigel Essenhough** to be First Sea Lord and Chief of Naval Staff in succession to Admiral Sir Michael Boyce. Jan. 16.

**Vice Admiral Sir Alan West** to be promoted Admiral and to be C-in-C Fleet, C-in-C East Atlantic and Commander Allied Naval Forces North. Nov. 30.

**Vice Admiral Sir Ian Garnett** to be promoted Admiral and to be Chief of Staff Supreme Allied Powers Europe, succeeding Gen Dieter Stockmann. Sept. 1, 2001.

**Maj Gen R. H. G. Fulton RM** to be Capability Manager (Information Superiority). To retain regimental duties until relieved Commandant General Royal Marines on March 1.

**Capt W. M. Covington** to be CO RNAS Yeovilton. March 20.

**Capt D. G. Snelson** to be CO HMS Ark Royal. May 1.

**Cdr R. P. Talbot** to be CO HMS Grafton. Nov. 25.

## Points

THE FOLLOWING shows the total points or basic dates of ratings at the top of each roster for leading rates, in November after issue of B13s.

Intermediate (Int) indicates that personnel have been advanced before they have obtained a basic date of two years. This means that personnel are advanced in basic date order. Dates shown against 'int' rosters are the basic dates of the top eligible personnel. The number following the points (or basic date) is the number advanced in November.

**CCMEAML - Dry, Nil;** **CCMEAEL - Dry, Nil;** **CCMEALSM - Dry, Nil;** **CCMEAELSM - Dry, 1;** **CCWEAADC - Dry, Nil;** **CCWEAWEADCO - Int (31.3.00), 2;** **CCWEAADCSM - Int (17.3.00), Nil;** **CCWEAWDOSM - Dry, Nil;**

## THE TIME OF YOUR LIVES

NAVY NEWS looks back through its pages to recall some of the December headlines of past decades ...

### 40 years ago

THE SUBMARINE HMS Thule had received extensive damage to her casing and upper works when she was in collision with RFA Black Ranger during an exercise off Portland. No one was hurt and Thule's pressure hull was undamaged.

The hull of one of Britain's first ironclads, HMS Agincourt (1868) went to the breakers. In the late 19th century she had been used as a training ship, first at Chatham, then at Portland and Harwich, being renamed Boscowen III and later Ganges II. Finally, she was converted into a coal hulk and anchored off Sheerness.

### 30 years ago

EASIER discharge from the Forces was recommended by the Donaldson Committee and agreed. Serving personnel would have the option at 18 to shorten their engagement to three years, and by 1977 it would be possible for men in all branches, after only three years service, to obtain their discharge.



● 1970 – HMS Verulam paid off at Portsmouth.

HMS Verulam paid off at Portsmouth after 27 years' service, having been commissioned as an Emergency-class destroyer in 1943.

### 20 years ago

FOUR British warships and three RFAs had been deployed to the Gulf to protect shipping interests threatened by the Iraq-Iran war. They were HM ships Birmingham, Avenger, Apollo and Ardent. The RFAs were Fort Austin, Olmeda and Tidepool.

British Service people with NATO in Naples were reported safe after an earthquake there caused huge loss of life.

**LSTD(GS)** - 304 (15.6.95), 3; **LSA(GS)** - Int (14.8.99), 4; **LWTR(GS)** - Int (12.3.99), 6; **LMA** - Int (9.3.99), 3; **LS(S)SM** - Int (11.4.00), Nil; **LS(T)SM** - Int (26.2.99), Nil; **LRO(SM)** - Dry, Nil; **LMEM(L)SM** - Dry, Nil; **LMEM(R)SM** - 856 (3.3.92), Nil; **LSA(SM)** - Int (15.7.98), Nil; **LWTR(SM)** - Int (5.12.96), Nil; **LCH(SM)** - 729 (26.7.93), 2; **LSTD(SM)** - 279 (20.6.96), Nil; **LA(AH)** - 228 (25.9.96), 2; **LA(METOC)** - Int (2.2.99), Nil; **LA(SE)** - Int (7.4.00), Nil; **LAEM(M)** - 219 (10.10.96), 5;

**Nil; LAEM(R)** - 440 (9.2.95), Nil; **LAEM(L)** - 342 (8.2.96), Nil.

**LWETS** - Dry, Nil; **LWDSA** - Int (1.4.98), Nil; **LOM(AWW)** - Int (11.1.00), 7; **LOM(AWT)** - Int (15.2.00), 8; **LOM(UW)** - Int (5.3.00), Nil; **LOME(W)** - Int (9.12.99), Nil; **LOM(MW)** - Int (16.11.99), 9; **LOM(C)** - Int (7.9.99), Nil; **LOM(SSM)** - Int (25.11.99), 2; **LOM(TSM)** - 68 (20.11.97), 1; **LOM(CSM)** - Int (13.4.00), Nil; **LOM(WSM)** - 223 (18.10.96), 3.

## Promotions to Chief

AUTHORITY was issued by Commodore Naval Drafting in November for the following to be advanced:

To CCAEA - T. Edgerton (Merlin IPT), A.P. Williams (RNAS Culdrose), N.D. Wright (JF Harrold Off), R.C. Sawers (Sultan), N.J. Sneeby & A.D. Lane (RNAS Yeovilton).

To CCMEA - K.N. Bowler (Sceptre).

To CCWEA - T.M. Calcott (Cambridge), I.G. Watterson (Drake CFM).

### CPO ARTIFICER/TECHNICIAN

To CPOCT - S.P. Dymond, G.N. Thomas, J. Walker (JSSU Oakley), A.J. Molloy (JSSU Digby), J. Spurling (Coventry).

To CPOAEA(L) - G.J. Brooks (Loan DERA BSC DN).

To CPOAEA(M) - A. Flanagan, M.L. Hill & W. Lloyd (RNAS Culdrose), M.D. West (800 Sqn).

To CPOAEA(R) - I.P. Stanley (815 Fit 204), P.R. Davies (814 Sqn).

To CPOMEA - D.K. Anderson (Norfolk), I.M. Kerr (Exeter), S.D. Lancaster & K.J. Toms (Argyll), J. Rumsby (Sultan), M.J. Simon (CFM P'mouth).

To ACPOMEA - D.A. Abbott (Neptune NT), P. Embleton (Marlborough), T.M. Evans (Drake CFM), M. Forfar (Vigilant), K. Green (Trenchant), J.S. Knight (SSA/Capt. MCTA), S.G. Mills (Campbelltown), M.A. Thomson (Sovereign).

To CPOWEA - D.P. Abdulla (SCU Leyden ACNS), A. Cameron (SSA Bristol), G.C. Haninah (Drake CFM).

To ACPOWEA - M.S. Crichton (Neptune NT), A.M. Lloyd (CFM P'mouth), I.J. Long (Vanguard), J.L. Pugh (Neptune NT).

To CWMEA - J.M. Norton (Drake).

### OPERATIONS (SEAMAN)

To CPO(MW)(O) - A.J.J. Mills (Exploit).

### OPERATIONS (COMMS)

To CPOCY - S.J. Kelly (Collingwood).

### SUPPLY AND SECRETARIAT

To CPOWTR - V.H. Ewart (FOSM Northwood HQ), D.J. Sharples (Vivid).

### MEDICAL & DENTAL

To CPOW(DHYG) - P. Jack (DDA Scotland).

### FLEET AIR ARM (ENGINEERING)

To CPOAE(M) - M.J. Thurgood (RNAS Culdrose).

### FLEET AIR ARM (NON-ENGINEERING)

To CPOA(AH) - M.A. Renoldson (COMNA Mansion).

### To CPOA(SE)

- K. Spiller (Sultan).

### SUBMARINE SERVICE

To CPO(TSSM) - P.R. Johnson (MWC Portsdown).

## Swap drafts

**MEM1 (Scale B MEMOC)** G. I. Myles, 3N Mess, HMS Cardiff, BFPO 249, drafted CFM Portsmouth, Jan. 28 for four months. Will swap for draft in Scotland.

**CH I. Mackenzie**, 2Q Stbd Mess, HMS Cardiff, BFPO 249, will swap for any Devonport ship, preferably not deploying.

**POCA Tempest**, HMS Chatham, BFPO 253, will consider any Portsmouth ship deploying or not.

**WSTD1 Cross**, RNAS Yeovilton (93516 6189), drafted HMS Illustrious, March 26. Will swap for any Portsmouth Type 23 or 42 deploying or not.

**LSA Norrie**, Naval Stores Office, HMS Newcastle, BFPO 343. In DED Portsmouth Jan.-July, deploying mid-2002. Will consider any ship of destroyer size or smaller not in or due ref or DED. Contact after Dec. 11.

**LSA Henderson**, 2Q Port Mess, HMS Newcastle, BFPO 343. In DED Portsmouth, Jan.-July. Will consider any draft, especially survey ships. Contact after Dec. 11.

**WSTD1 R. L. Low**, HMS Heron ext 6155, drafted to HMS Fearless, Feb. 2. Will consider any draft, preferably Type 42.

**LCH Balchard**, HMS Liverpool, BFPO 327, drafted HMS Ark Royal, Feb. Will swap for any Portsmouth ship.

**RATINGS seeking to swap drafts** must meet the requirements of BR14, article 0506. All applications must be made on Form C240 to NDD, Centurion Building.

## Deaths

**WEA App Adrian Douglas Hunt**, HMS Collingwood. Oct. 28.

**Ch1 Jason Ronald Campbell**, HMS Neptune. Oct. 31.

**Capt Kenneth (Dobbin) Gadd** CBE, DSC, RD. Retired as Commodore of RNR, 1968. Joined RNR 1930. WW2 ships: Ross (Dunkirk), took command when CO wounded. DSC. Clinton (landings in S. France), Arcturus. Fleet Minesweeping Officer, Devonport. Joined Isle of Wight then Southampton Pilot Service. Piloted QE2 through lines at Queen's Silver Jubilee Review 1977. Aged 87.

**Cdr Gerald Forsberg** OBE. Served MN 1928-38, becoming Master Mariner, then transferred from RNR to RN. Ships: Hotspur (Mediterranean), Cape Matapan, evacuations from Greece and Crete), Vega (CO, North Sea convoys, liberation of Norway). Post-war: Mameluke (CO), Chaplet (CO, Palestine), Boom Defence and Marine Salvage Officer Malta (recovery in 1954 of crashed De Havilland Comet Yoke Peter - OBE). Assistant Director Marine Services. Retired 1975. In 1957 broke England-France cross-Channel swimming record and won British Long-Distance Championship (Windermere - 10.5 hours). In 1959 became first man to swim whole 22 miles of Loch Lomond. Held records for Bristol Channel and Loch Neagh. President of Channel Swimmers Association for 37 years. Oct. 24, aged 88.

**Alfred Philip**, ex-Torpedoman/electrician, served 1915-29 and RNR 1929-39. Jutland veteran (HMS Lion). Other ships included Wisteria, Royal Sovereign, London Fire Brigade 1939-55. Member of Fellowship of Naval Men. Sept. 21, aged 101.

**Sgt Lt Cdr (D) J. R. Stuart (Jack) White** RNVR, served 1940-45. Appointments: RM Exton, HMS Norfolk (Russian convoys), Ceres, Aorangi, Indefatigable. Member of HMS Norfolk Association. Oct. 13, aged 95.

**Bernard George (Art) Shaw**, ex-CPOGI and veteran of the Ypres Incident (HMS Amethyst). Served 1946-58. Other ships: Ganges (button boy of mast-manning team), Black Swan, Mauritius, Gambia, Nelson, Norfolk, Vanguard, Ocean, Defiance, Battalions, Drake, Unicorn, Excellent (Chief Gunnery Instructor). Veteran of campaigns in Borneo, Malaya, Brunei, Gulf, Korea. Oct. 9, aged 68.

**Charles (Chas) Herridge**, ex-Sig, served

1961-72. Member of Ganges Association and HMS Eagle Communications Association. Aug. 24, aged 54.

**Roy Northover**, CPO Shipwright, member of HMS Loch Fada Association. Oct. 8.

**Norman Appleby**, ex-SPO(S). Ships included Finisterre, Saintes, Malcolm, Norfolk, Landrail, Terror, Tamar, Highflyer. Member of HMS Loch Fada Association. Oct. 8.

**Dorothy Pearl Foster** (nee Arnold), ex-WRNS, served in Mail Office, Lowestoft, 1944-45. Member of Midland branch of RN Patrol Service Association. Oct. 6 at RNPSA reunion.

**P. A. (Vic) Parsons**, ex-CPOA, served 1943-46. Ships included Indefatigable (894 NAS), Committee member HMS Indefatigable Association. Oct. 4, aged 79.

**Norman Martin**, ex-LRO(G), served 1956-67. Ships: Ganges, Hogue, Phoenix (Malta Command), Albion, Mercury. Oct. 13, aged 59.

**Eddy (Buster) Brown**, ex-Tel submarine. Boats: Truant, Syrtis, Subtle, Truculent, Statesman, Shakespeare. Member of Gosport branch of Submariners Association. Sept. 6, aged 82.

**H. G. Ryder**, member of HMS Kent Association.

**Fred Hawkes**, member of HMS Kent Association.

**John W. Barrett**, ex-submariner cox'n, served 1926-61. Ships and submarines: Iron Duke, Resolution, Dolphin, H.27, L.19, H.44, H.50, Ots, Odin, Pandora, Parthian, Sealion, Trespasser, Turpin, Wolfe (wartime instructor for Chariots and X-craft in Far East) Camperdown, Condor, Escape Tank instructor at Dolphin. WW2 veteran of Atlantic and Mediterranean. Oct. 14, aged 89.

**Walter Winterburn**, Ships: Bruce, Impacitable, Cleopatra, Maidstone. Member of Portsmouth Field Gun Crew in 1955. Member of HMS Bruce Register. July 24, aged 68.

**Capt Peter Alfred George Summer MBE**, RM. Oct. 23, aged 71.

**Reg (Willy) Battersby**, LS in HM Coventry from Norway campaign to Tobruk (survivor, 1942). Demobbed as ERA. Member of HMS Coventry Old Hands Association.

**Arthur J. Mills**, ex-AB, served 1940-46.

**Cdr (S) J. N. Rennie** OBE. Service: Shropshire, Achilles, Apollo, Vindictive, King George V, Nigeria, Ceres, Newfoundland, RNAS Culdrose.

**Cdr J. D. Stevenson**. Service: Ajax, Iron Duke, Royal Oak, Collingwood, Victory.

### ROYAL NAVAL ASSOCIATION

**William (Bill) Broadley**, Scarborough. Survivor of successful U-boat torpedo attack in Mediterranean. Sept. 15, aged 76.

**Stan Thompson**, Kingsbury & Kenton. Ex-AB, served HMS Tolland in WW2. Aug. 26, aged 79.

**Arthur Woods**, treasurer Kingsbury & Kenton 1992-98. Ex-Tel WW2. Oct. 6, aged 76.

**Patrick Philip McGuiness**, Runcorn. Ex-Sig (Coder) WW2. Ships: Royal Arthur, Drake, Hermes, Lanka, Cabbala, Eaglet (Hesperus), Odyssey



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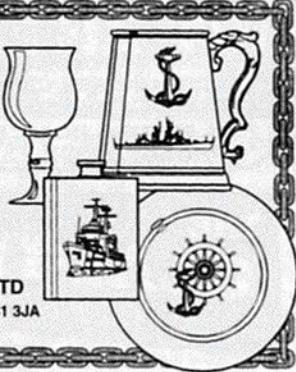


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## Desert run bears fruit

THE BRIGHT lights of Las Vegas proved too strong a lure for a team of marathon runners from HMS Nelson, who raised £700 for the RN and RM Children's Fund.

Eight of the ten had never run the distance before, so the 7.30am start was a relief – although temperatures in the Nevada Desert, reached 84F.

All finished the run, and had to endure a further two days recuperating in the gambling mecca.

## KGFS gathers in the cheques

THREE cheques – one a record of nearly £20,000 – have been banked by King George's Fund for Sailors.

Admiral Sir Brian Brown, chairman of KGFS, was presented with a cheque for £19,820 by KGFS Folkestone and Dover Committee at the Folkestone RNA Trafalgar Night dinner.

Robbie Alexander, South East Area Organiser for KGFS, was given a cheque for £1,000 from the British Pacific and East Indies Fleets Association.

Another £1,000 cheque was presented to Robbie at the annual meeting and reunion of the HMS St Vincent Association in Gosport.

## Financial cycle

MEMBERS of the ship's company of HMS Glasgow cycled from Portsmouth to the ship's namesake city, and raised £1,400.

Two cheques for £500 have already been presented, to Yorkhill Hospital and Kelbourne Special Needs School, the destroyers' two chosen charities.

## Colleagues pull together to raise cash for Derek

COLLEAGUES of a Royal Marines medic paralysed in a road accident are holding a sponsored row in the hope of buying him a special chair.

Such is the popularity of CPOMA Derek Whitfield that £500 was pledged in the first day the sponsorship forms were in circulation with the Medical Squadron in Kosovo.

Derek would have deployed to

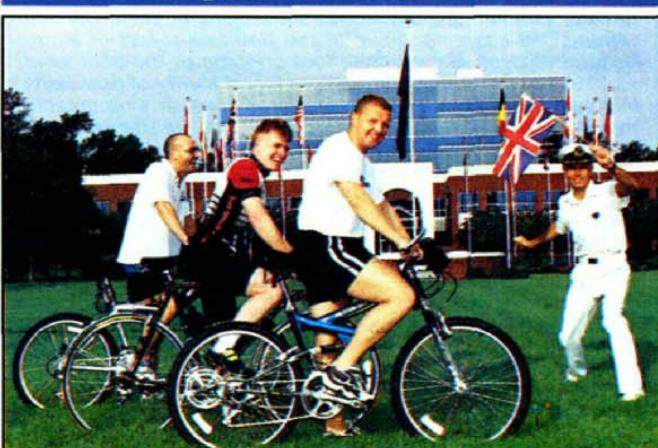
## Towering effort by Helensburgh couple

A HELENSBURGH couple threw themselves off a tower block for the Anthony Nolan Bone Marrow Trust.

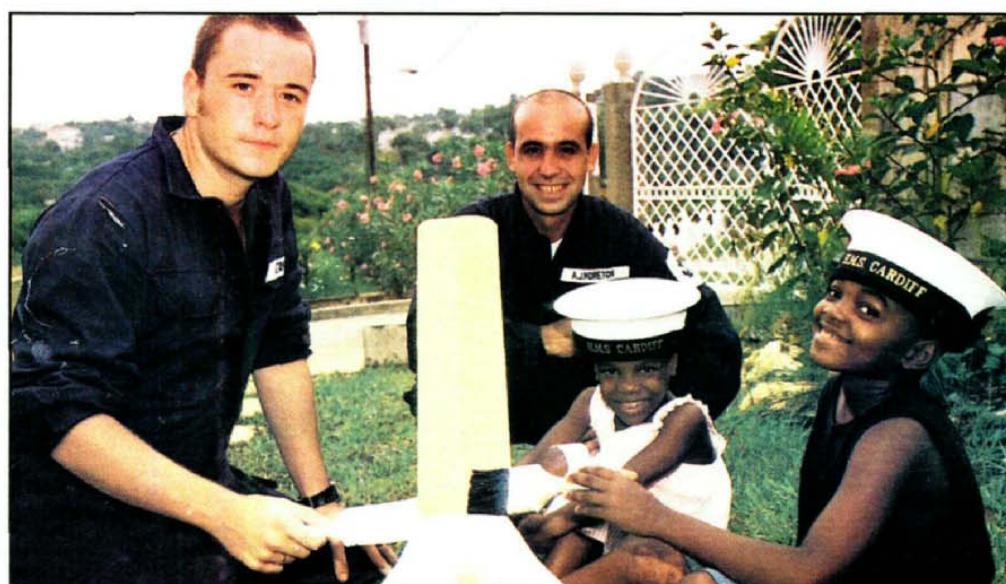
Colin and Jacque Gibbs abseiled down the side of the University Tower in Glasgow, raising almost £900 in the process.

Colin is a PO(MEM) in the Trident submarine HMS Victorious, based at the Clyde Naval Base.

## US cyclists brave cyclone



## Helping Hands



DESTROYER HMS Cardiff carried some special stores when she left the UK for the Caribbean.

Through his wife's relative – Alan Payne, a former High Commissioner in Kingston – CPO Mickey Metelko arranged for orthopaedic stores to be taken to the Sir John Golding Centre for Rehabilitation in Montego Bay. The ship's company of HMS Cardiff also helped with painting and decorating at the Blossom Gardens Children's Home, Jamaica. OM Sam Tantum and LRO Adi Morton are pictured helping residents at the Home.

## Rock radio appeal

BRITISH Forces Broadcasting Service (BFBS) staff in Gibraltar were gearing up for their annual appeal week as *Navy News* went to press.

And they are having to aim high this year, with last year's total having topped £24,000.

BFBS worldwide supports the British Wireless for the Blind Fund, which aims to supply, free of charge, specially-adapted radios for any registered blind or partially-sighted person who requests one.

The Gibraltar BFBS appeal week was starting on Monday, November 27.

The station broadcasts to a mix

of Service personnel, ex-patriates and local people on the Rock and in coastal Spain from Cadiz to Malaga, with audience figures reaching 300,000.

## £10,000 ace

POSTD Andy Bispham is £10,000 better off after sinking a hole-in-one during a charity golf competition.

Andy, of HMS Somerset, made his shot at the China Fleet Club in an event for King George's Fund for Sailors.

KGFS had insurance cover for the ace, so did not bear the cost – and raised £2,000.



## In Brief

A DOZEN sailors from HMS Ocean cycled from Devonport to the helicopter carrier's affiliated city of Sunderland, raising £500 for Felstead Special School.

Meanwhile MEM Crane braved the Mediterranean heat by wearing full Farnought firefighting clothing to complete the Gibraltar Rock Run, raising £600 for the same Sunderland school.

**THE WARRANT Officers and Senior Rates Mess at HMS Collingwood have donated £200 to the Rowner Brownies and Guides Pack to help them repair deteriorating Nissen hut accommodation.**

A TEAM of 25 officers and ratings from HMS Collingwood learned to parachute during a weekend at the RAF parachute centre near Oxford, raising £300 for Imperial Cancer Research, and £336 for Macmillan Cancer Relief.

TEN submariners from HMS Superb completed the Glasgow Half Marathon and raised £1,114 for Macmillan Cancer Relief.

BOXING championships held in Plymouth raised £1,000 for children's leukaemia charity CLIC.

## Coffee bonanza

MORE than 700 sailors and staff at HMS Collingwood raised a total of £912 at a coffee morning which was staged as part of the Macmillan Cancer Relief 'World's Biggest Coffee Morning'.

THREE sailors working at Supreme Allied Command Atlantic Headquarters in the USA braved the tail end of a hurricane to raise money in a cycle ride.

The three – CWEA Gary Perriton, Lt Cdr Paul Taylor and CPO Neil Baker, supported by Sgt Mark Coates RAF – set off from their workplace in Norfolk, Virginia, on a 180-mile ride to Ocracoke Island, North Carolina.

They faced extreme weather conditions, including the last blasts of Hurricane Gordon, but managed to raise \$550 (£375) for a local cancer charity.

**The SACLANT team is waved off by Commodore Alan Massey, Deputy ACOS (Plans).**

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## Sport



Gauntlet steals ahead on the line

NAVY yachtsmen won a thrilling victory over the Army in a race off the Isle of Wight.

Gauntlet of Tamar, a Sigma 38 entered by HMS Sultan in a competitive 35-strong Cowes Week event, separated from the fleet in a bold tactical move designed to take advantage of inshore tides and wind.

The yacht, sailed by personnel from Sultan and other local establishments, gained almost a mile over leaders Longbow, of the Army, but with 100 metres to go, Longbow had fought back into a narrow lead.

As the yachts ran to the line, Gauntlet of Tamar regained the lead to win the four-hour race by two seconds – and pick up the prestigious Royal London Yacht Club Bloodhound Challenge Trophy, which was presented to skipper Lt Barrie Choules (Sultan).

### Sailors feature in new sport

FIVE sailors from HMS Collingwood are taking part in a groundbreaking sports event at Fareham on December 9.

The five are taking on civilian athletes in a shootfighting and kickboxing show at the town's leisure centre.

Shootfighting is more commonly seen in the United States and Japan, and the rarity value has prompted Eurosport to show an interest in broadcasting the event.

Anyone wishing to support the five can obtain tickets on 01329 285917, or contact SARC at HMS Collingwood.

### Marathon slots up for grabs

THE RN Athletics Club has been allocated three places in the Flora London Marathon, on April 22.

Club members interested in applying for a place should contact Lt Cdr Jim Donnelly on 09352 36400. Places will be allocated on December 12, with priority to members who have applied and been rejected via the normal process and who have represented RNAC, at any standard, in the past.

# Kev hits the heights with six hours' notice

THE ROYAL Navy boxing squad now boasts three nationally-ranked fighters – and one of them was achieved in fairytale circumstances.

OM Kev Davie had run five miles at 7am as part of his training schedule and was taking part in the lunch-time circuits at HMS Nelson when boxing coach POPT Q Shillingford took a phone call.

It was a request for the unranked Davie to fight the British number eight Martin Childs in Camden Town, London – in six hours' time.

The Finchley club boxer's opponent had pulled out at short notice, and the show was a sell-out on the strength of Childs being on the card, so Davie agreed, on the basis that he had nothing to lose and everything to gain.

**Local hero Childs entered the ring to massive support, but by the end of the first round Davie had all but silenced them as they first sensed a massive upset.**

Childs punched his way back into the contest in the second round to even the contest, but Davie outboxed and outscored the Londoner in the third round, and his superior fitness and hand-speed expertly countered Childs' increasingly desperate assaults in the fourth round to win a unanimous decision.

Q Shillingford, who already coaches British super heavyweight number six Mne Nick Isherwood and fourth-ranked heavyweight Mne Mick O'Connel, said he was proud of Kev, who has climbed to number seven in the ratings.

He said boxing was enjoying increased popularity as the need for physical fitness in the Navy increased, and that boxing training at HMS Nelson on Tuesdays and Thursdays from 1715-1830 was for all standards, and that people used it to learn to box, to lose weight, or just to get fit for the RN fitness test.

Further details from Portsmouth Command coaches LPT Steele (HMS Collingwood),



● Seventh-ranked British lightweight OM Kev Davie puts the new Maximuscle gym equipment to the test during a training session with RN boxing coach POPT Q Shillingford.

## Devonport retain trophy

DEVONPORT Services Veterans travelled to Portsmouth for a rugby match – and to celebrate the retirement of CPO Pat Patilla.

In a rousing game, played in atrocious conditions, Devonport won by 31-7 – and Portsmouth's only try was scored by Pat's son Clayton.

With Dave Honey and Steve Muddiman helping Devonport dominate the forwards, and Bob Penfold and Stu Lawrence providing speed at the back, the Inverdale Trophy was comfortably retained.

Navy stalwart Pat Patilla retires after 35 years in the Senior Service.

## Little to cheer for Navy at squash contest

THE WITHDRAWAL of two seeds through injury at the quarter-final stage gave LWTR Jason Youdale added encouragement as he swept through to his sixth RN Men's Open squash title in a row.

Despite dropping a rare game to Tony Draper in the semis, Youdale only dropped ten points in the 3-0 final victory over Dave Innes.

Commodore Richard Pelly picked up the Men's Plate, while Lt Cdr Phil Hayde won the Challenge Trophy.

**Tim Webb won the Vintage Trophy, Youdale and Innes won the doubles, and LWPT Helen Kergon beat last year's champion Lt Cdr Caroline Crumplin in the Women's Open event, with Lt Cdr Becky Edmonds taking the Plate.**

Outgoing secretary Steve Fuller was presented with a glass bowl for his services to the sport over the past six years.

There was little cheer for the Navy at the Combined Services championships, though Youdale kept the flag flying with third place in the men's event.

Lt Crew was the only other Navy man to complete the event, finishing 12th.

The top-placed woman competitor was LWPT Kergon, who finished fifth, ahead of Lt Cdr Crumplin, who was placed ninth, Lt Cdr Fawcett, who finished 12th, and Lt Cdr Edmonds (13th).

The veterans performed well, with Lt Cdr Robin Young finishing second in the eight-man competition, while Commodore Pelly came seventh.

The Navy was unable to field any entries in the Under 25s competition.



EXCELLENT conditions justified the staging of the tri-Service windsurfing championships at the Red Sea resort of Moon Beach in Egypt. Making the most of some of the best wind statistics in the world, competitors learnt plenty of new skills in cross-shore breezes between Force 4 and 7. One notable result came from Sgt Jim Oakley, who won the freestyle and came fifth in the slalom. Jim is pictured in the background, with Lt Mike Geary performing a carve gybe (foreground), and Lt Julian Andrew practising his water start technique. The team was supported by the Sports Lottery.

## Day on the Downs

A ONE-DAY 'fun' orienteering competition will be held in the South Downs area next month.

The aim of the exercise is to get people out of the office to enjoy a good day's walk in the fresh air, with a drink and food on completion.

For more information, contact LPT McCormick on 9380 24151.

## Sultan are top shots

THE WOMEN of HMS Sultan have won the inter-unit netball championship, with HMS Nelson taking second place ahead of RH Haslar (3rd) and HMS Raleigh.

Hold your reunion at sea. With a choice of routes, all kinds of catering options including gala dinners, loads of entertainment, a choice of bars, cinemas, a casino and en suite cabins – you'll have a great get-together with us.

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## Veteran rower leads the way

NAVY rower Cdr David Hosking played a major part in the Supersprint Rowing Grand Prix, which showcased the best of British rowing shortly after their successes in the Sydney Olympics. Cdr Hosking, in a single scull,

led off the Combined Services team in the closely-contested Elite relay, still rowing with great power 20 years after winning a gold medal in the World Championships in the men's lightweight eights.



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# Sport



● PONN Janette Beaton enjoys her Ironman victory.

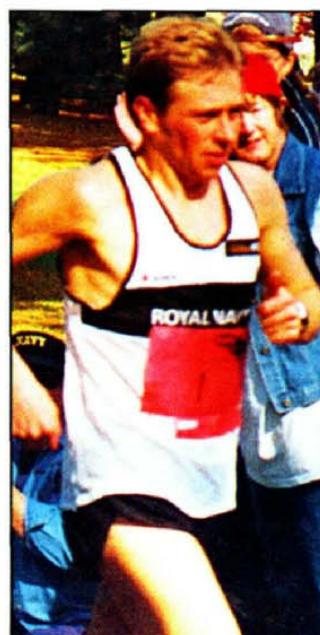
## Nurse proves her mettle in Ironman race

NAVAL nurse Janette Beaton has enjoyed a string of athletics successes this year.

Janette – whose husband Sgt Mike Beaton, a Royal Marines Commando, is an accomplished athlete himself – won the inter-Services women's marathon, and helped the RN women's team to victory against the Americans in the US Marine Corps marathon in Washington (see lead story).

But she proved her stamina as well as her ability by winning the Home Nations Ironman event in Ireland, where she swam 2.4 miles, cycled 112 miles and finished with a full marathon.

Janette, who is currently working on the Families Ward in Gibraltar, then went on to finish second in her three-strong team in an event over the mountains of Cyprus, running 30-40 miles a day in extreme heat. Only 22 of the 62 teams which started actually completed the race.



● Cpl Mark Croasdale nears the finishing line in the US Marine Corps Marathon.

## Mixed fortunes for Royal Navy football squads

## Narrow win for women

A LATE strike by woman of the match POPT Michelle Bowen against Yeovil Ladies gave the RN Women their first victory of the season.

On a cold night at RNAS Yeovilton, on a difficult pitch, the civilian side settled first, with pacy forward Leah Morris causing problems and forcing a succession of corners.

But the Navy defence, anchored by LPT Wendy Briggs, looked solid, and keeper WOM Ali Barber mopped up anything the Yeovil forwards threw at her.

The Navy women managed to break at speed, with Bowen and LAEM Maria Drayhurst linking well, and MEA Wendy Frame saw a swirling 20-yard free-kick well saved just before the break, though there was still time for Bowen's angled chip to be hacked off the line with the keeper beaten.

The Navy took up where they had left off, with Frame's stinging 25-yard free kick being tipped on to the post after 47 minutes, and Drayhurst, released by Bowen, scuffed her shot wide.

The visitors were still creating chances, but Bowen grabbed the decisive goal on 73 minutes when she sprinted clear of the Yeovil defence to shoot past the keeper.

Yeovil turned the screw in the closing stages, testing Barber after the Navy keeper was injured in a collision, but the home side held on for a well-deserved win.

## Sides show promise

SIDES featuring promising youth and untested players made an encouraging start to the season for the Navy, writes Dan Collacott.

An exciting Cambridge University team put the Navy under pressure, and took the lead when keeper OM Jamie McGall misjudged a lob.

AEM Chris Welsby equalised after 58 minutes after good approach play by OM Norman Thompson, but the students stormed back into a two-goal lead.

With nothing to lose, the Navy threw men forward and AEM O'Hare put them back in contention with an angled drive, but the University hung on for a 3-2 win.

The Navy fared better against the English Fire Service, when they netted four times without reply.

Both sides started brightly, but the Navy, again fielding a mix of youth and experience, took the lead on 35 mins when captain POPT Steve Riley deflected a LPT Nigel Thwaites drive into the net.

Their second came from the spot, Thwaites scoring after Welsby had been floored.

The firemen upped the pace after the break, but after a string of good saves by Navy keeper Simon Winnan, Thwaites fed Thompson, who slotted home

on 58 mins, and Thwaites grabbed a deserved second with an unstoppable 30-yard volley on 62 mins.

■ The opening of HMS Caledonia's new artificial pitch was marked by a charity match between RN (Scotland) and a Dunfermline Athletic XI, and despite foul weather, the game drew 100 spectators.

The Navy set off in a rush, denying the Scottish Premier League club possession, and man of the match LPT Steve Losh was outstanding in defence.

MEM Dave Cooling and POSA Steve McCulloch both came close to giving the RN the lead, but the side tired as the first half ended, and Dunfermline went ahead after the Navy failed to clear a loose ball.

The Navy regrouped at the break, but found progress hard against former Scottish international Hamish French in the Athletic midfield.

As the Navy piled forward, Dunfermline exploited the gaps at the back and doubled their lead.

LPT Topsy Turner was brought on to bring pace to the wing, but his crosses were not converted, and Dunfermline grabbed the final goal after 70 minutes.

PT staff at HMS Caledonia thanked the RN(S) team and John Ritchie of Dunfermline Athletic FC for their support in helping organise the match.

## Cornwall takes on the world – and wins

THE RUGBY Union team of HMS Cornwall has completed a global tour undefeated – including a tough coast-to-coast series in America.

The first game for the team from the Type 22 frigate set the exotic pattern for the rest of the deployment, when they took on Muscat RFC in Oman in temperatures of 43C.

Despite the heat and humidity, they managed to give a fine display of running rugby to win by 45-20, with the opening try of the tour being scored by Player of the Season Lt Andrew Mackay.

The frigate fielded two teams in Singapore against other ships from Naval Task Group 2000, and after the second XV had seen off HMS Sutherland by 32-12, their senior colleagues racked up 53 points against HMS Newcastle, conceding 12 in reply in a fierce match.

Cornwall then took on and beat local ex-pats side, league champions the Singapore Bucks.

On to the Philippines and in typhoon conditions – there was a lightning strike close to the ground – the Manila Nomads agreed to play in near-washout conditions to give the men of Cornwall a run-out, and the sailors prevailed by 38-10.

A comfortable win against the Chinese champions in Shanghai, a rearguard action against the committed players of the Itochu Company in Tokyo, and a hard-fought

game in the exotic surroundings of Hawaii against the local Harlequins – featuring some heavyweight converts from the US gridiron game – set up the sailors for their American tour, made with the blessing of their Commanding Officer Capt Tim McClement as the ship passed through the Panama Canal.

The 25 squad members started at the Rucktoberfest tournament in the Californian ski resort of Big Bear, a town at 7,500ft.

Despite the problems of altitude for players more used to sea-level conditions, Cornwall swept through the competition in style, beating Riverside in the final – a team promoted to the top division of the American West Coast league, and undefeated in the tournament for some years.

The squad then moved on to Albuquerque, via the Grand Canyon, to take on the University of New Mexico, where the Navy side was hard-pressed by a big, strong student team and managed to hang on to a 23-16 win in a game televised later across the state.

Next on the agenda was a coaching session with the Tulsa Under 21 side – a session which paid dividends when the youngsters went on to beat Oklahoma Under 21s for the first time.

The University of Dallas was the final side to succumb, by 31-5, before the squad rejoined their ship in Venezuela via warm-weather training in Florida.

## Tourists thrive Down Under

THE RN Rugby Union blazed a trail across the Southern Hemisphere when a touring side defended the Commonwealth Cup against their Australian and New Zealand counterparts.

A steady start against a combined Warringah/Manly XV saw the Navy ease to a 26-0 win, but a strong Newcastle team ran out 60-12 winners on a windy night in the next match.

Lessons learned, the Royal Navy battered their

## West Indies beaten

THE NAVY met the West Indies in the first game of the tourists programme, played at Blackheath Rugby Club.

With a strong pack, but a relatively untried back division, the Navy played their part in an end-to-end first half.

Two Navy penalties were answered by an unconverted try, but the home team upped the pressure again

way to a 28-17 win against the Royal Australian Navy at Shoalhaven Park in a physical contest, holding the strong home attacks at bay with brave tackling and a little luck.

The tourists then faced up to the New Zealanders in Sydney, and managed to inflict the defeat that retained the Cup, formerly known as the Racal Bowl.

The battered and bruised sailors also summoned up the energy to raise \$500 towards breast cancer research in a 8km fun run in Sydney.

and touched down twice, converting one, to give an 18-5 half-time lead.

Both teams went off the boil in the second half, but the West Indies pegged back a penalty and a try, which brought the game back to life.

A last-ditch tackle stopped the tourists' danger man as he made for the line, and two late penalties sealed the win for the Navy by 24-13.

## Navy chefs prove that they're the best—again

FOR THE second year running the Royal Navy has proved itself to have the best chefs in Britain's Armed Forces.

The Navy team at the Combined Services Culinary Competition retained the championship title they won last year at RAF Halton. A Navy man – CPOCA David Galpin – also won the Senior Chef of the Year title at the competition held at HMS Collingwood on November 16-17.

The success follows the triumph of the UK Armed Forces team in coming top in Europe at the Culinary Olympics in Germany (see page 2). Half the six-man team was made up of Royal Navy and Royal Marines chefs.

## Passing of a Jutland sailor who came to love Germany

A SAILOR who fought at the Battle of Jutland, then later in his life spent many years living in Germany, has died at the age of 101.

Alfred Philip joined the Navy in 1915 and was drafted to the battle-cruiser HMS Lion shortly before she acted as Admiral Beatty's flagship at Jutland.

Alfred's action station was as the Commander's runner, but because of the number of casualties suffered by the ship he ended up manning a gun.

He served in the Baltic against the Bolsheviks before training as a torpedoman/electrician and serving until 1929.

He served in London Fire Brigade throughout World War II, retiring in 1955 on medical grounds – the result of injuries he had suffered during his service.

In 1966 he was one of the Jutland veterans who took part in a meeting in the North Sea between RN and German Navy ships, and after visits to Germany developed a love of the city of Hamburg where he went to live for many years.

## Rating dies on live rail line

A YOUNG sailor "at the start of a bright career" died when he came into contact with the live rail at Farnham station.

WEA apprentice Adrian Hunt (20) was electrocuted after he either jumped or fell on to the track. A spokesman for British Transport Police said there were no suspicious circumstances.

Adrian was with another rating when the accident happened at 1.15am on October 28. They had been to a nearby nightclub.

Adrian had almost finished his training at HMS Collingwood, where the Commanding Officer of the establishment, Commodore Peter Davies, described him as "a determined and enthusiastic young rating at the start of a bright career in the Royal Navy."

## 'NO CUTS' PROMISE

### From front page

A system of incentives will also be introduced. Dubbed Accelerated Incremental Progression

## Halt on Merlin flying during crash probe

THE NAVY has stopped flying its Merlin helicopters until an investigation establishes why one of the aircraft crashed into the sea.

The crashed Merlin, under trials by 700M Naval Air Squadron based at RN air station Culdrose, had been in Scotland for two weeks. It came down in an inner sound off the island of Raasay near Skye on October 27.

Most of the aircraft was salvaged in an operation by a charter vessel on November 10-11, and the wreckage was being examined by air accident experts to find out why the helicopter went down.

A Ministry of Defence spokesman said the halt on Merlin flying had been ordered as a safety precaution until the air accident investigation was complete.

The five-man crew scrambled clear and

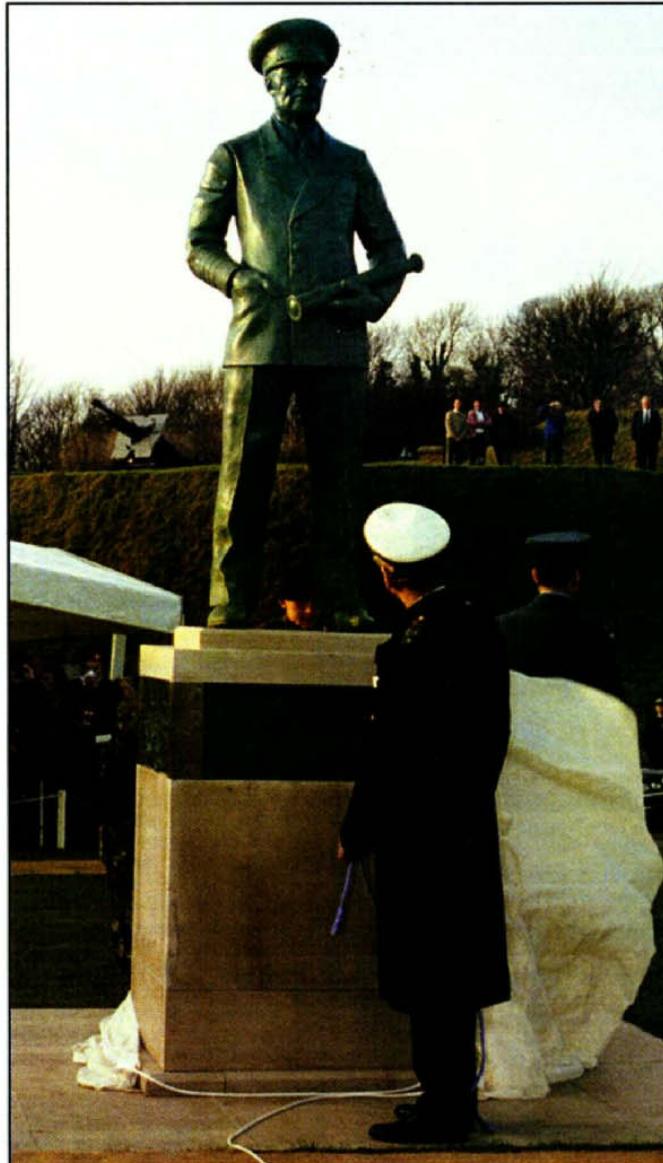
were picked up by a local fishing boat before being transferred to a Royal Navy support vessel.

Four of the crew were treated in hospital for shock and minor injuries, while the fifth was airlifted to the Western Isles Hospital with back injuries. They turned out to be minor and he was discharged the next day.

■ A student pilot and instructor flying a Sea Harrier T.8 trainer escaped serious

injury when the aircraft crashed on launch from the ski-ramp at RN air station Yeovilton on November 16.

Both men managed to eject and received injuries associated with that process. One man was treated in hospital. The aircraft was severely damaged, and as *Navy News* went to press an investigation was taking place into the cause of the accident.



## Dunkirk hero keeps watch from Dover

A BRONZE statue of the architect of the Dunkirk evacuation – Admiral Sir Bertram Ramsay – is unveiled at Dover Castle by the Duke of Edinburgh.

The statue is high on the White Cliffs above the tunnels where the Admiral planned and directed the evacuation – code-named Operation Dynamo after the dynamo room in the castle. Later in the war Admiral Ramsay also planned Operation Neptune – the naval phase of the Normandy landings.

Among the 150 dignitaries who witnessed the unveiling was the First Sea Lord, Admiral Sir Michael Boyce. Also present were members of Ramsay's staff in 1940 and Dunkirk veterans.

Twelve days earlier, Prince Philip, as Captain General of the Royal Marines, unveiled the only memorial in London in honour of the 11,000 men of the Corps who died on active ser-

vice in the 20th century.

The ceremony on October 29 was followed by a march-past by more than 800 people representing the past, present and future of the Royal Marines.

The Fleet Royal Marines Protection Group – formerly Comacchio Group – provided the Guard of Honour. Also taking part were veterans and members of the RM Cadet Corps from Portsmouth, Chatham and Milton Keynes.

The memorial, at the Admiralty Arch end of The Mall, was recently redesigned to become the RM National Memorial, funds having been raised through an appeal with the main contributor being the Falkland Islands Government.

■ Servicemen and women killed on duty and by terrorists since the end of World War II are to be commemorated by a new national memorial. The plan to establish the memorial was announced by Defence Secretary Geoff Hoon on the eve of Armistice Day.

Pay 2000 will reward and encourage the gaining of qualifications – mainly Service specialist qualifications and others such as certain NVQs.

Branch managers in the Directorate of Naval Manning have identified key qualification points for each Naval Service branch, credits of AIP varying in length from three to 12 months for individual qualifications and a maximum of 24 months in a career.

On achieving qualifications individuals will be rewarded with AIP which will bring forward their enti-

lement to the next step in the pay level.

Pay 2000 will introduce annual, as opposed to biennial, increases for Captains and Commanders, while there will be a rise from seven to nine in the annual increments for Lieutenants. Commodores will have five incremental levels.

Some job evaluation has yet to be completed, and final allocation of pay ranges will not be made until the new year. Rates of pay will also be announced then.

Hard on the heels of that, a

series of information roadshows will be launched, and each member of the Armed Forces will receive a booklet explaining the system. Staff in unit personnel offices will also receive a 'Writers Guide'.

The Second Sea Lord has found that feedback given to his Personnel Liaison Team about the proposals has been very useful, and he is continuing to encourage views to be aired through the Deputy Director Naval Service Conditions (Pay), Room 6/45, Metropole Building, Northumberland Avenue, London WC2N 5BL.

## UP TO FIFTH OF RN SHIPS ARE PLEDGED TO EU

BRITAIN has pledged to commit up to 18 Naval vessels to the new European Rapid Reaction Force which would be ready for use by 2003.

The announcement was made by Defence Secretary Geoff Hoon shortly before a meeting of European states in Brussels to discuss contributions to the force as *Navy News* went to press on November 21.

## Herald's last act makes the Med a safer place

SURVEY ship HMS Herald is spending her final months helping to make the Mediterranean a safer place.

The ocean survey vessel is due to decommission after returning to the UK in the spring.

But she is currently on a seven-month deployment in the eastern Mediterranean, collecting data for Admiralty charts produced by the Hydro-graphic Office in Taunton.

Herald will check water depths, the shape and composition of the seabed, and locate potential underwater hazards.

Herald has already visited Malta, Cyprus, Crete and Rhodes, making the first visit by a Royal Navy ship to Pilos in more than 30 years to commemorate the last naval battle between wooden sailing ships, in which the RN, the Greek Navy and their allies fought an Egyptian-Turkish fleet.

HMS Portland hand-over due this month

THE NAVY's newest frigate, HMS Portland, is due to be handed over by her builders, BAe Systems, after she arrives at Devonport from Glasgow just before Christmas. She is the 15th Type 23 frigate to be completed.

This autumn the Mayor of Portland, Cllr Les Ames, visited the ship and was presented with a cheque raised by the ship's company and shipbuilder's staff for the Islanders' Club for Young People.

ment would be likely to be a lot less than that."

MOD said the force would make a powerful contribution to the European Union's foreign and security policy, although it stressed that the nature of Britain's contribution to any particular operation would be a matter for the UK government.

The European force is expected to be capable of deploying up to 80 warships, 350 aircraft and 60,000 troops within 60 days, and could be maintained in the field for a year, although the British Government has said that our aircraft carrier, helicopter landing platform and submarines could not necessarily be sustained continuously for a whole year.

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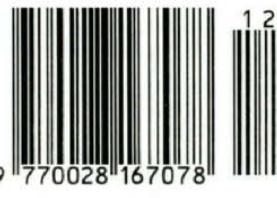
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**Cap'n Plank  
Says**

Ho, ho, ho,  
Happy Holidays

At long last ye landlubbers that there Christmas will be here soon. Me crew are right excited. They be making their stockings to hang up and decorating the ship's tree.

As usual I'll be giving a helping hand to me old friend Santa. I be taking sacks of toys that need delivering to them there islands round the world. We should be finished in time for Christmas Day! I hope ye have a very happy Christmas, remember to thank everyone for yonder presents and don't eat too much chocolate before ye vast Christmas lunch!

# The GANG PLANK Club



## CHRISTMAS CRACKER!

### HMS ENDURANCE

This Christmas HMS ENDURANCE will be in Grytviken harbour, South Georgia.

Grytviken is the oldest whaling station on the island of South Georgia, its original building and factory sites dating back to 1904.

The Ship's Company will be able to venture ashore on Christmas Day to explore this old whaling station. They will also be able to visit a newly established whaling museum, which tells the story of early 20th century whaling and also of the great explorer Sir Ernest Shackleton, whose grave is also at Grytviken. A candle-lit Christmas day service will be held at the old Norwegian whalers chapel on Christmas morning, followed by a traditional Christmas dinner on board.

For many of the Ship's Company this will be their first taste of the Southern Ocean and the Antarctic.



### RFA SIR PERCIVALE

- A message from the Ship's Company

RFA Sir Percivale is likely to be in a town called Freetown in the West African country of Sierra Leone for Christmas this year, so for many of us it will be a Christmas with a difference.

Normally many of the ship's company would be able to go home for a few days leave but this isn't possible because it's too far to go.

Another difference will be the weather, instead of snow and ice we'll



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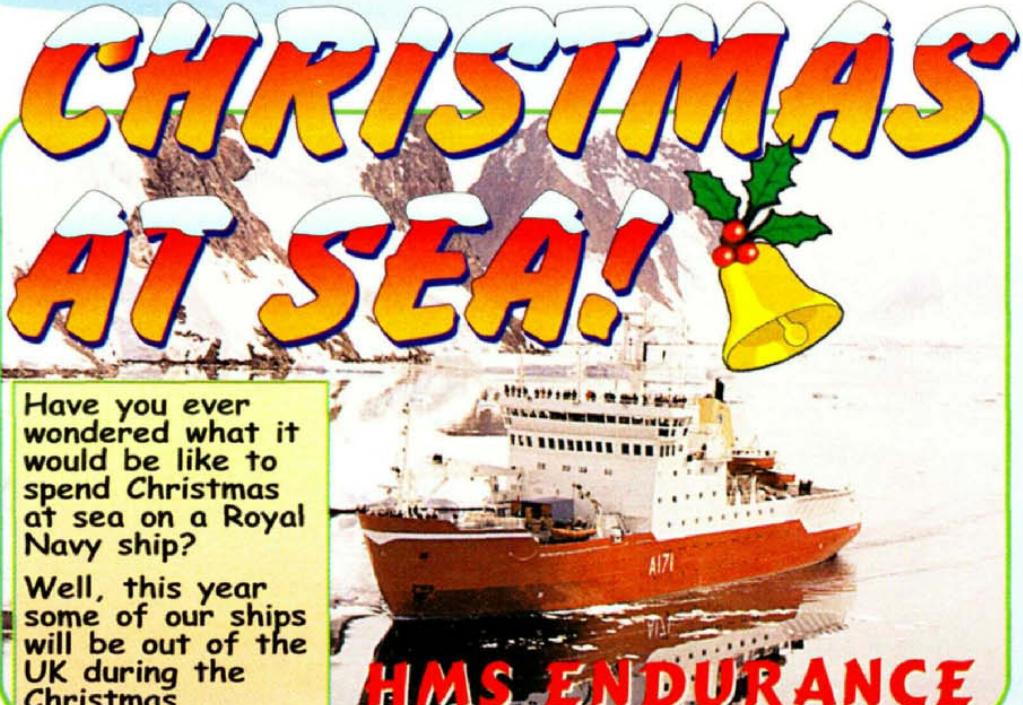
**Question: Name 3 Special Attractions to be found at LEGOLAND® this Christmas**

Send your answers on a postcard with your name, age and address to: 'Legoland Competition' Navy News, HMS Nelson, Queen Street, Portsmouth, Hants PO1 3HH

**Closing date for entries: 20<sup>th</sup> Dec 2000**

The Editors decision is final - relatives and employees of Navy News are ineligible

## CHRISTMAS



### HMS ENDURANCE

Have you ever wondered what it would be like to spend Christmas at sea on a Royal Navy ship?

Well, this year some of our ships will be out of the UK during the Christmas holidays.

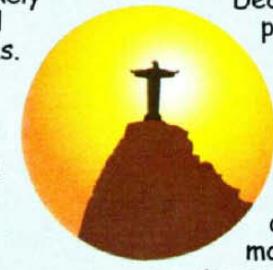
Captain Plank has found out what the crews will be up to on Christmas Day

have hot sunshine with temperatures of around 35 degrees. We'll still have a Christmas tree and decorations though, just to help Santa feel at home as he climbs down our funnel!

We'll have our Christmas lunch, which will be the usual roast turkey, cranberry sauce, stuffing etc followed by a huge helping of Christmas Pudding! All of the food has to be flown in specially for us since we can't get turkeys and puddings in Sierra Leone.

Once we're all full to bursting I expect some will go out to sunbathe and we might even be able to go to the beach for a swim.

Because we won't be able to see our families at all, we are allowed 20 minutes of free phone calls per week, which some people are saving up to use at Christmas -



so we're all expecting long queues outside the ship's phone box.

Here's wishing everyone in the Gang Plank Club a very happy Christmas and the best of luck for the New Year.

### HMS IRON DUKE

This ship is likely to be in Brazil over Christmas.

Xmas lunch is likely to be cooked and served by the officers for the men.

The ship's entertainments committee is also likely to provide some entertainment over the holiday.

It is hoped that all of the ship's company will be granted a free telephone call home to their families.

### SANTA'S VISIT FOR A SUNTAN

HMS CUMBERLAND, deployed to the Arabian Gulf, will this year wait for Santa and his



helpers to join us during a visit to Dubai in the United Arab Emirates. CUMBERLAND is lucky enough to be alongside during the Christmas holiday and will be celebrating Christmas with all the traditions of being at home.

Decorations will be prominently displayed in all the mess decks, with a competition for the best mess. The chefs have once again lifted morale by agreeing to cook not just one but two Christmas dinners; one before Christmas for the whole Ship's Company and one on the big day itself.

With no chimney, the only access for Father Christmas will be via the ship's funnel and the engineers

have promised to switch off all the engines, clean the funnel and leave mince pies and a Christmas drink

at the top, so he won't forget to visit, once he has made his stops to people all over the world. The only thing he will have to remember is suntan lotion, as temperatures in the Arabian Gulf have been as high as 40 degrees during recent months!





## Jack's Interactive Xmas Games

Jack loves interactive games, and not just on computers!

Here are some you can play with your family on Christmas Day.

### CHARADES

One person thinks of a word and whispers it to another person who has to act it out so the rest can guess. You can work in twos or teams and the words can be any words, but are usually TV programmes, films or books. Whoever guesses the word has to act out the next word given to them by the person who has just acted.

### STAR GAZING

This needs a bit of getting ready but is great fun. Take a large piece of cardboard. Cut out

pictures of famous people from magazines and papers and stick them on the board. Don't forget to remove any names on the photos, but keep a note yourself! Number all of the photos. Then ask all the family to identify the faces. If you have younger brothers or sisters you could include some cartoon characters! Everyone writes down the answers and you can give the person who gets the most right a little prize! Don't forget if you're using sharp scissors get an adult to help.

### PIN THE NOSE ON THE REINDEER!

Trace a large picture of a reindeer onto a sheet of paper. Then cut out a round circle of paper from another sheet and colour it red. Put some blutack on the back of the circle. Pin up the picture on the wall or a door. Blind fold each person in turn. When they are blindfolded put them in front of the reindeer picture, give them the "nose" and ask them to put it on the reindeer! If you want to make it more difficult you can make the person turn round a couple of times before putting them in front of the picture. Watch out for the strange places the "nose" ends up!!



### DREAMING OF A LEGO CHRISTMAS?

Answer the 2 questions below and you could win a Lego



### 'STAR WARS MILLENNIUM FALCON'

The fastest ship in the galaxy. (At least Han Solo thinks it is!)

This spaceship features many realistic details including:-

- \* A REMOVABLE COCKPIT
- \* 2 QUAD LASER CANNONS

\* INCH-HIGH MODELS OF EVERYONE'S FAVOURITE CHARACTERS: HAN SOLO, PRINCESS LEIA, LUKE SKYWALKER, CHEWBACCA, R2-D2 AND C-3PO

#### Questions:

- 1) Name four of the crew of the Star Wars Millennium Falcon?
- 2) How high are the models of everyone's favourite characters?

Name..... Age.....

Address.....

Send your completed entry to:

'The GangPlank Club' Navy News, HMS Nelson, Queen Street, Portsmouth, PO1 3HH

The Editors decision is final - relatives and employees of Navy News are ineligible

Closing date for entries: 31/01/01

### GUESS THE WORD!

Bert loves words. He's hidden a word that everyone will love! Can you find it?

All you have to do is answer the questions. First letter of the answer spells out the hidden word. Good Luck!

- |  |  |  |  |  |
|--|--|--|--|--|
|  |  |  |  |  |
|--|--|--|--|--|
1. Another word for Christmas Pudding
  2. Little bird with red breast
  3. Santa's Helpers
  4. What makes Christmas White
  5. The day before Christmas
  6. A Christmas play with a manger
  7. You hang decorations on it
  8. Follow this in the sky

have poor boxes. People put money in them. The priest used to open those boxes and give the money to the poor on St Stephen's Day. So it became known as Boxing Day.

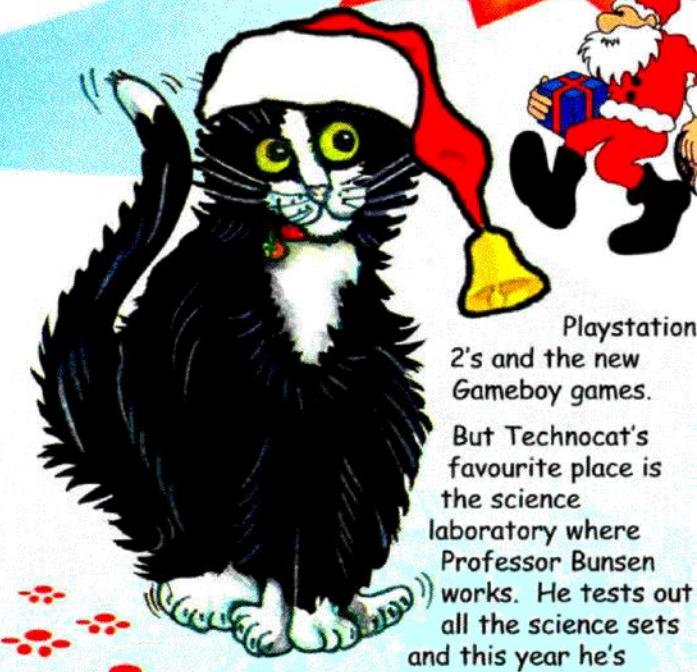
## BERT'S CHRISTMAS FACTS

Did you know? Five Fascinating Facts!

1. We use the word Christmas because the mass, or church service, for Christ is celebrated at this time.
2. The word carol comes from the french word carole, which means a dance. Long ago people in England danced to celebrate the shortest day of the year that occurred around this time.
3. People have only been sending Christmas Cards for around 100 years. Before that people sent New Year cards.
4. Mince pies were once called Mutton pies because mutton, or lamb was used as an ingredient (Jack says Yuk!)
5. Boxing Day is really St Stephen's Day. Years ago churches used to

# CHRISTMAS

have poor boxes. People put money in them. The priest used to open those boxes and give the money to the poor on St Stephen's Day. So it became known as Boxing Day.



Playstation 2's and the new Gameboy games.

But Technocat's favourite place is the science laboratory where Professor Bunsen works. He tests out all the science sets and this year he's working on a chemistry set that uses things from the kitchen to do exciting experiments. Technocat had great fun with that!

## CHRISTMAS IN TECHNOLAND

Every year Technocat makes a trip back to his home in Technoland.

At Christmas it's a very special and busy place. The people in Technoland are called Bytes and they help Santa and the elves prepare the science and technology toys to send out in the sleighs to all the children of the world. The busiest section is the one preparing all the



## THE MESS DECK

### STAR LETTER!!

Congratulations to Paul Kitching who wins this month's prize for his fistful of great letters! Sorry your sister's been ill Paul, hope she's better now. Read one of Paul's winning letters on the right.

Thanks to Penny Hughes for her letter and brill jokes! Penny did really well in her school cross country- well done! Good one Guy! You spotted that the Guy Fawkes poem said Queen and not King. Guess you had to with a name like Guy!!!

Technocat says a big SORRY to Harriet Campbell. Harriet couldn't log on to our great Plank web site one day. It should be all better now Harriet. Log on to

[www.navynews.co.uk/gangplank/htm](http://www.navynews.co.uk/gangplank/htm)

### LUCKY WINNERS!!

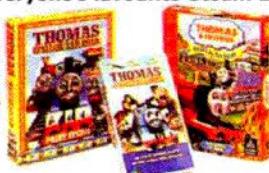
Jack and Susie say Well Done to our winners this month. Remember those great Beano Dandies? First to write in and win them were Kathleen Adams, Jodie Savory and Andrew Evans. If you didn't win those cute Beano characters you can still get the first editions from [www.intermail.co.uk](http://www.intermail.co.uk) or call Intermail PLC on 0845 60 23266

Ahoy there! Captain Planks say congratulations to ZAK HARPER (Member no: 1650) who won the Brittany Ferries competition.

Happy Holidays - Well done to CAMERON GEDDES (Member no: 577) who won the Butlin's Family Holiday competition. And to Tracie Callott, April Cowlishaw, Daniel Hamilton, James Wafer, Tara Weller and Daniel Hardingham - WELL DONE on winning the Paulton's Park competition.

### Thomas and the Magic Railroad

Icon Home Entertainment releases this Feature Film of everyone's favourite Steam Engine



### VIDEOS TO WIN!

Send us your name, age & address on a postcard marked 'Thomas' to:  
Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH  
You could win one of these Action Packed Videos!  
Warner Home Videos

Closing Date: 31st January 2001

# CRACKER!

## THE BEST CHRISTMAS TREE - EVER!

Are you allowed to decorate your Christmas Tree?

If you are, why not make it the best Christmas ever! Follow some of Susie's ideas for a really funky tree.

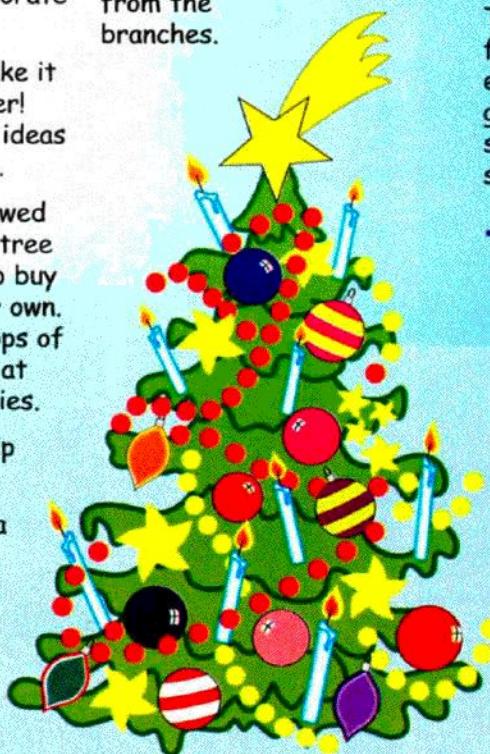
P.S. If you are not allowed to decorate your main tree why not ask an adult to buy you a mini tree of your own. Sometimes the very tops of the trees are sold off at Christmas Tree nurseries.

Susie's Top Tips for Tip Top Trees!

1. Woolly Trees! - for a great colourful look buy some balls of really thick wool. Cut off about 15cm lengths and tie big bows around the branches.

2. Sea Trees! - If you live by the sea why not collect some sea shells. You can paint them different colours. Make little holes in the ends and hang them on the tree with coloured ribbon.

3. Present Trees! - a really effective but simple



(You can use empty boxes from the kitchen - tea boxes, empty match boxes, stock cube boxes,

4. Pokemon Trees! - If you have lots of non-valuable swap cards then why not decorate them with some glitter, put tiny holes in

decoration is to get all different size boxes, wrap them in colourful paper, tie them up with pretty gold and silver string and hang them from the branches.

them, thread some thin ribbon through and hang them on the tree!

5. Naturally! - If you go walking in the country you'll find lots of pine cones. These look just brill hanging from the tree. You can either leave them natural or get an adult to help you spray them with gold or silver spray paint.



## Make your own Christmas Snow Shaker!!

Christmas wouldn't be Christmas without our favourite snow shakers.

No-one can resist shaking them up to watch that snow fall!

Now you can make one to your very own design.

You will need:

Some help from an adult.

1 small jam jar

Some super glue

A bottle of baby oil

Eggshells and glitter

Rolling pin

Strong plastic bag

Christmas ornament

Some ribbon and a piece of cloth (optional)

1. Wash and dry the jar really well.

2. Take off the lid and put your chosen Christmas ornament in the centre. Put the jar over the top to make sure it will fit back on. Make sure you can see most of the ornament above the lid when the jar is over the top.

3. Glue the ornament to the lid, it must be glued well.

4. Put the eggshells into a strong bag, perhaps a freezer bag and use the

rolling pin to crush them carefully into tiny, tiny pieces.

5. When the glue is set on the ornament fill the jar about full of the baby oil. Add some crushed eggshells and a little glitter. Don't put too much in or it will be a cloggy mess when you shake it.

6. Put some strong glue round the inside of the lid and seal it as tightly as possible.

7. Then decorate your lid by painting it or covering it with some material and tying it with a ribbon.

8. Finally shake the jar gently and watch for the snow storm!

ANSWERS TO WORD SEARCH:  
Stable, Shespear, Donkey, Star, Peacock, Jesus, Wiseman, Inn.



OUR 'YOUNGER MEMBERS'  
ARE NOT EXCLUDED  
IN LEGO'S CHRISTMAS PLANS!



YOU CAN WIN A  
WINNIE THE POOH HONEY POT

Filled with re-usable child safe duplo bricks!  
Write in and send us your name, address and membership no. and mark it "Winnie The Pooh Honey Pot"

Closing date for entries - 31/01/01  
The Gangplank Club, Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH

The Editors decision is final - relatives and employees of Navy News are ineligible.

## GangPlank Members



Father Christmas

Grumpy but lovable 'Father Christmas' allows us to see what he gets up to for the rest of the year

On general release 13th November 2000  
Universal Picture Videos



Send us your name, age & address on a postcard marked 'Videos' to:

Navy News, HMS Nelson, Queen Street, Portsmouth PO1 3HH

Closing Date: 31st January 2001

## FIND THE WORDS OF CHRISTMAS

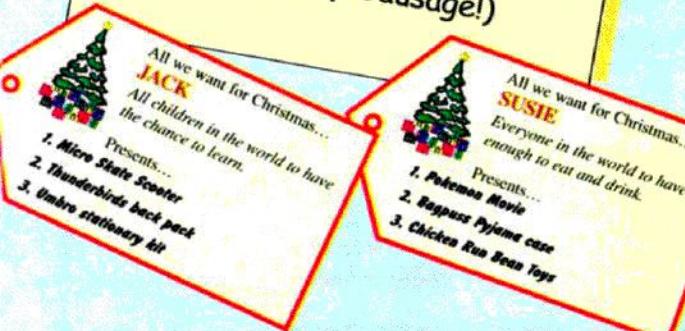
At this time of the year there are certain words that we hear every day.

They are used in the traditional story of Christmas.

See if you can find EIGHT Christmas words.

Don't worry. It's not too hard. The words are either along or up and down. Answers are on the this page.

W	R	U	O	B	C	M	S
Q	S	N	P	Z	K	I	D
S	T	A	B	L	E	Z	O
H	A	Q	V	Y	I	N	N
E	R	O	I	E	F	A	K
P	D	B	X	M	T	M	E
A	Q	E	P	F	Y	E	Y
R	R	J	E	S	U	S	K
D	I	O	A	N	J	I	Q
I	U	R	C	T	P	W	X
O	X	Z	E	Y	P	U	B
L	M	U	I	R	O	R	Q



## ROUND THE WORLD RACES - UPDATE

Last month we told you there are no less than 4 Round the World sailing races starting this year.

The BT Global Challenge has 12 yachts racing in it. That race is heading towards Buenos Aires in South America.

Here's Susie's special report on another race - The Times Clipper 2000 Race

There are 8 60ft (over 18m) yachts in this race. They are all named after cities or islands - Portsmouth, Plymouth, Bristol, Leeds, Glasgow, Liverpool, London and Jersey.

Each yacht has a full time skipper, but all the crews are paying volunteers. They have paid up to £25,000 for this amazing sail around the world.

The race started from Portsmouth on 15 October. The first leg was to Portugal and they are now on their way across the Atlantic to Cuba.

### SUSIE'S SPECIAL DISCOVERY!

The organisers of this race are really keen to get children involved. There are special schools packs and magazines to enable you to follow the race. Why not ask your teachers to send off for them.

OR, write or e-mail Captain Plank and he will sort it out for you!

You can log on to the Schools web site for the race [www.clipper-schools.com](http://www.clipper-schools.com)



The crew of Clipper Bristol



The Current race position

## WIN! Blue WIN!

### Win a Family Ticket to The London Boat Show

**January 5th - 14th 2001. At Earls Court**

To be one of the lucky winners send your name, age & address on a postcard marked 'Boat Show' to:

**The GangPlank Club, Navy News,**

**HMS Nelson, Queen Street, Portsmouth PO1 3HH**

**Closing Date For Entries: 31st December 2000**

The Editor's decision is final. Employees and relatives of Navy News are ineligible.

## Birthday Congratulations!

Phillip Alaimo  
Matthew Andrews  
Bethany Askey  
Jamie Asquith  
Ali Atuk  
Jack Baird  
Dean Bast  
Rachel Bast  
Aaron Bean  
Alex Beaumont  
Katherine Bell  
Adam Bicknell  
Jennifer Birns-Hunt  
Benjamin Bolton  
Alexandra Boyne  
Christopher Bugden  
Lyndsey Burford  
Nicola Burrowes  
Adam Bushby  
Tracie Calcott  
David Callaby  
Noel Carr  
Joseph Caswell  
Benjamin Challans  
Adam Collins  
Lewis Croucher  
Charles DaCosta  
Olivia Davenport  
Conor Davies  
Emma Davies  
Mackenzie Davis  
Christopher Derrick  
Oliver Dixon  
Alice Duke  
Maria Eastell  
Nadine Edwards  
Faye Elliot-Saunders  
Claire Elsworth  
Megan Emery  
Jessica Evans  
Kathleen Evans  
Natasha Evans  
Robert Filbrandt  
Patrick Feist  
Richard Feist  
Robert Filbrandt  
Nicholas Fletcher  
Sophie Foster  
Jade Fraser

Nicholas Garland  
Steven Gellett  
Ethan George  
Clare Gladney  
Robert Gore  
Sean Gover  
Kelly Graham  
Paige Graham  
Natasha Granados-Stewart  
Michael Gray  
Nicola Gray  
Kirsty Griffiths  
Kevin Gwilliam  
Daniel Haines  
Dee Hancock  
Ryan Harrett  
James Haswell  
Samantha Hellawell  
Javade Higman  
Ben Hinks  
Jack Hirst  
Daniel Hoars  
Amir Hussain  
Emma Hutchison  
Nigel Jackson  
Daniel Jillings  
Ben Jones  
Chonagam Kemp  
Sean Kilby  
Freddy King  
Oliver King  
Joseph Lacey  
Lisa Lawrence  
Charlotte Levitt  
Kelly Lewis  
Daniel Lowe  
Gemma Luke  
Thomas Macdonald  
Lisa Macpherson  
Robin Maloney  
James Mansfield  
Alice Martin  
Gary Mattingly  
Danny Milano  
Ben Miller  
Nichola Mitchell  
Thomas Morton  
Timothy Moulders



The crew of Clipper Bristol



The Current race position

## WIN FAMILY TICKETS TO DICK WHITTINGTON

STARRING... JIM DAVIDSON, JOHN VIRGO, VICTOR SPINETTI



**At London Apollo Hammersmith**  
22nd December 2001 - 21st January 2000  
Box Office Telephone No. 0870 606 3400

To enter the competition all you have to do is unscramble the following character names who are in Dick Whittington and you could win a Family Ticket!

- 1) CIDK NWHTITIGTNO
- 2) PTNIACA ERPEC
- 3) CELIA

Now send your answers on a postcard with your name, age and address to:

**Panto Competition, Navy News, HMS Nelson, Queen Street, Portsmouth, Hants PO1 3HH**

**Closing date for entries - 20th December 2000**

The Editors decision is final. Employees and relatives of Navy News are ineligible.



## WORKING FOR US AT CHRISTMAS

While you're munching your way through your Christmas lunch spare a thought for all of the people who have to work at this time.

Doctors, Nurses, Paramedics, Police, Firefighters, Coastguards and also the crews on the boats of the Royal National Lifeboat Institution.

Over the past 5 Christmas holidays lifeboats around the

country have launched no less than 349 times. Volunteer crews have spent 3129 hours at sea and the lifeboats have been out at sea for a total of 548 hours. The great news is that in the five years of working over Christmas the RNLI have saved 29 lives.

So, when you get to the Christmas Pudding make a wish for all of the people who are at work and wish them a safe and happy Christmas!

## Cool Yule Sites

Technocat has been checking out the coolest web sites for Christmas.

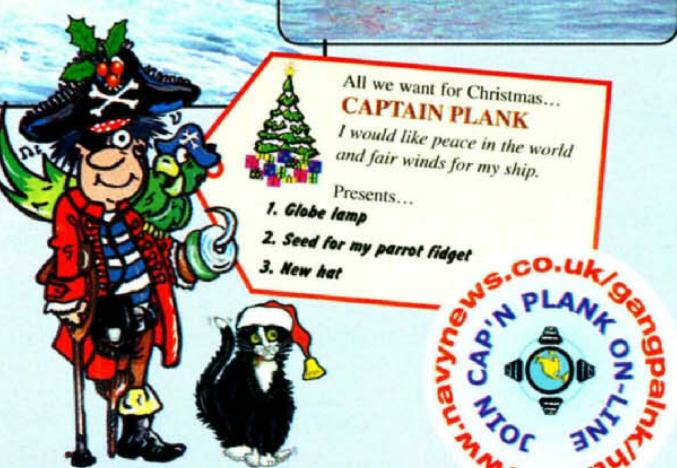
Here's some you might like to log on to.

Don't forget to check with whoever pays the phone bill.

Why not set a timer to

remind you how long you have been on the net, it's easy to get carried away!

[www.xmertime.co.uk](http://www.xmertime.co.uk)  
[www.northpole4kids.com](http://www.northpole4kids.com)  
[www.santa-claus.com](http://www.santa-claus.com)  
[www.christmas-stories.com](http://www.christmas-stories.com)



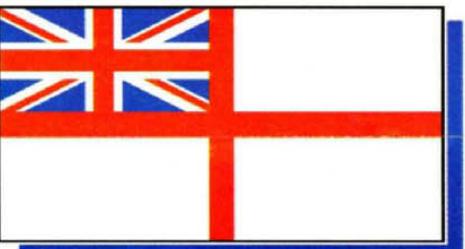
**The Gang Plank Club**

Please enroll me as a member of The Gang Plank Club.  
I enclose a PO/cheque (payable to Navy News) for:  
£4.25 1 year UK - £7.50 2 year UK (saving £1)

Name .....	Postcode .....
Address .....	D.O.B .....
.....	Tel No .....
.....	E-mail address .....
.....	School attended .....
.....	Joined by: <input type="checkbox"/> Parent <input type="checkbox"/> Grandparent <input type="checkbox"/> Other <input type="checkbox"/>
.....	Do you have any Brothers <input type="checkbox"/> Sisters <input type="checkbox"/> Ages <input type="checkbox"/>
.....	Special Interests: Sport <input type="checkbox"/> Music <input type="checkbox"/> Film/TV <input type="checkbox"/>
.....	Friends <input type="checkbox"/> Reading <input type="checkbox"/>

Send your completed form, together with a postal order/cheque for £4.25 or £7.50 to:  
**'The Gang Plank Club'**  
**Navy News, HMS Nelson,**  
**Portsmouth PO1 3HH**

call 023 9273 3558 or 023 9282 6040 (24 hr Answerphone)  
We will also accept payment by:- Visa, Delta, Access, Mastercard  
or Switch on orders of £5.00 or over



## The White Ensign Association

Telephone: 0207 407 8658

Web: [www.whiteensign.co.uk](http://www.whiteensign.co.uk)

Your Naval Charity providing free, friendly, unbiased help on finance, personal matters and employment

The 'GangPlank Club' is sponsored by The Gosling Foundation

*This is a spacer page to allow the following cutaways to appear correctly, just click on to the next page*



# INSIDE THE FAIREY

ALTHOUGH obsolete at the outbreak of World War II, the Fairey Swordfish not only survived in front-line service from the first to almost the last day of the conflict, but retains a reputation as Britain's most famous Naval aircraft.

'Stringbags', as they were affectionately known, proved invaluable in a variety of

roles – anti-shipping, anti-submarine, spotting and reconnaissance.

Their appearance belied a ruggedness and reliability which made them effective in delivering a diversity of weapons – torpedoes, bombs, depth charges and rockets.

They won lasting glory in the carrier air

groups in the first half of the war, fulfilling vital roles in crucial battles – in support of HMS Warspite at Narvik, at the Battle of Cape Matapan, in attacking and crippling the Bismarck, and in making an unsuccessful but heroic attempt to prevent the battlecruisers Scharnhorst and Gneisenau escaping from Brest through the English Channel.

For that action the Commanding Officer of 825 Naval Air Squadron, Lt Cdr Eugene Esmonde was awarded a posthumous VC.

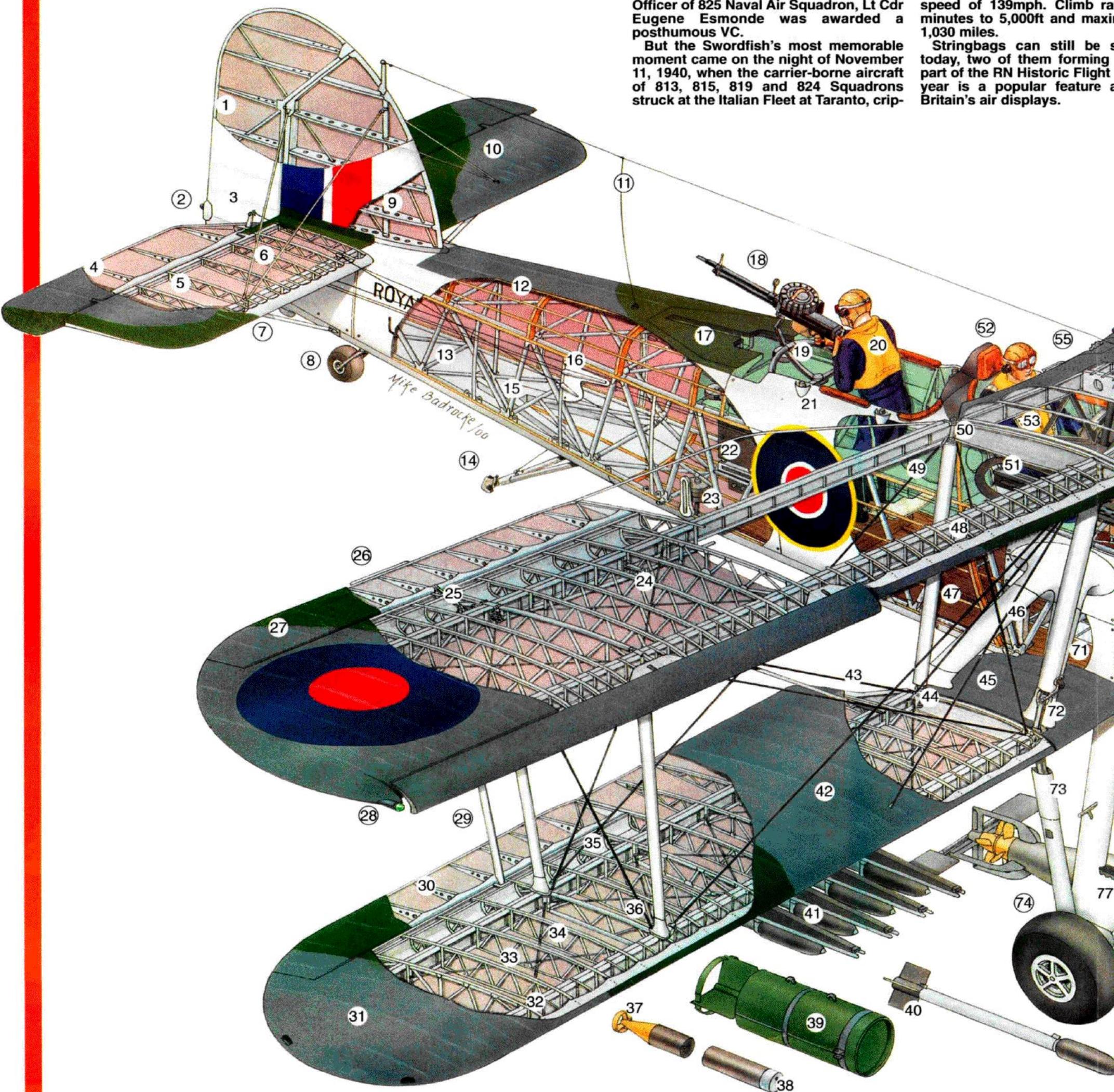
But the Swordfish's most memorable moment came on the night of November 11, 1940, when the carrier-borne aircraft of 813, 815, 819 and 824 Squadrons struck at the Italian Fleet at Taranto, crip-

pling three battleships and changing the balance of naval power in the Mediterranean.

In the latter years of the war they were the staple equipment of escort carriers, sinking no fewer than 11 U-boats and ending the campaign tally of 350,000 tons of enemy shipping sent to the bottom.

The Fairey Swordfish had a maximum speed of 139mph. Climb rate was 1,000ft per minute to 5,000ft and maximum range was 1,030 miles.

Stringbags can still be seen in flight today, two of them forming part of the RN Historic Flight. Every year is a popular feature at Britain's air displays.



# SWORDFISH

## Navy News

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